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MARCH 8, 1958

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– THE WORLD'S NEWS IN PICTURES

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It is our pleasure and privilege this year to record certain extracts from the Schweppshire Roll, wherein are recorded the names of Schweppshire Lads who have Made Good

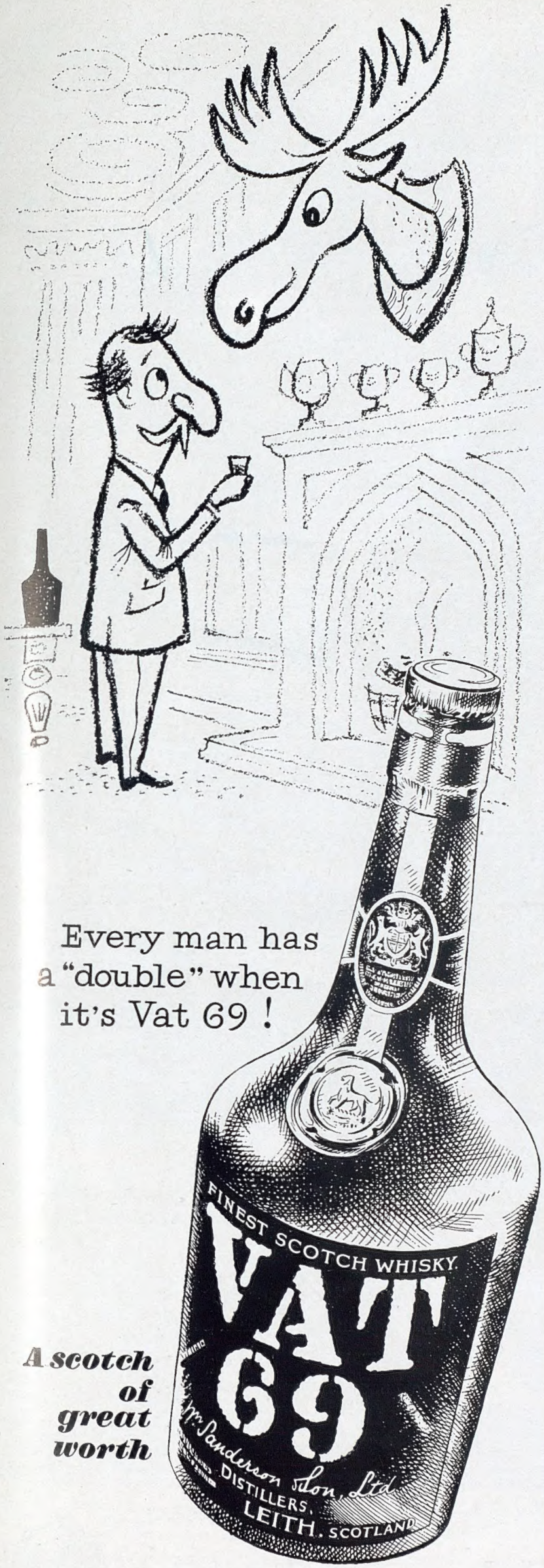
LET us present for a start J. O. Crate. His parents were poor but they were tremendously kind to him. At his School there was not a single unkind master. The weather was mostly good and though he was the youngest child he was never spoilt, nor, alternatively, was he ever in the least bashed. His young parents soon treated him as if he were one of their own generation; and an atmosphere of affectionate friendliness pervaded Bean Hall Quarry Field, the lowly site of their cottage.

After a happy year as a gnome-carver's apprentice, Crate was soon writing books all about pleasant subjects with titles like *Sunset over the Rushes* and *Cotswold Cupid,* which mixed up young people with nature, but in a harmless way. The only sadness in his life was that none of these books sold more than 450 copies.

How did the change come? It may have been the occasion when he became so tremendously nice to his mother that she got fed up and called him sloppy-chops. Then there was the unexpected effectiveness of his reply—"You nasty old hay bag". There was the sensation, leading to quite a big sale, when his "Birdsong and *Dawning*" was misprinted as "*Yawning*," trebling the sales. Anyhow it was about this time that Crate suddenly achieved a successful Angry Young Manhood. He wrote a novel showing up, in exceptionally thin disguise, the rottenness of his prep. school: he created a new philosophy in his *No Go:* he cut his aged Father dead "because", he said "of his unpleasant limp". Everybody loved it, everybody bought his books, and he now lives in luxury, more tremendously angry than ever, although every now and then, behind locked doors, he arranges flowers, pats the head of his Alsatian, and writes secret letters, which he never posts, to his sweet old nurse.

Written by Stephen Potter; designed by George Him

SCHWEPPERVESCENCE LASTS THE WHOLE DRINK THROUGH



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Burrowes minor has always thought the Games Master a super chap, so it was no surprise to him when Mr. Swain bought a new Austin A.55. No swank, chaps, it's got a terrific performance, and there's bags of room for all of us. It looks absolutely smashing, and Mr. Swain says it's jolly easy on the fuel. Mr. Swain (who also teaches English) deplores their expression but agrees with every word.

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Volume CCXXXII No. 3023

The SPHERE, London, March 8, 1958

The SPHERE

with which is incorporated THE GRAPHIC

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THE LAST DAYS OF A GREAT BATTLESHIP—H.M.S. "ANSON" IS BROKEN UP IN SCOTLAND: A small part of the superstructure is lifted from the fifteen-year-old battleship which is berthed at Faslane, on the Gare Loch. She is one of the four battleships of the King George V class which are all being scrapped to comply with a decision announced in last year's Naval Estimates. Just beyond the 35,000-ton *Anson* is the old liner *Asturias*, and beyond her is H.M.S. *Duke of York*.

H.M.S. *Anson* was the first of the four battleships of the King George V class to go to the breakers' yard. Like her sister-ship, H.M.S. *Duke of York*, she has been allocated to Shipbreaking Industries Ltd., a subsidiary of the Metal Industries Group, and is being broken up at Faslane, on the Gare Loch, an inlet of the River Clyde. The other two ships of the same class are *King George V* and *Howe*; all four were laid down in 1937 and saw service during the Second World War. The decision to demolish the vessels was taken last year after it had been decided that there was no further requirement for the battleship as such. In the modern navy the accent is on smaller and faster vessels as well as guided-weapon ships and aircraft carriers, the most up-to-date of which is H.M.S. *Victorious*, which recently returned to the Fleet after an extensive programme of rebuilding. With the end of the four ships of the King George V class, Britain's only remaining battleship is H.M.S. *Vanguard*, which is also in reserve. She is at Portsmouth, and is being used as an accommodation ship. In addition to the naval vessels which are being broken up at Faslane, there are also old liners whose days of service have come to an end. Lying beyond the *Anson* is *Asturias* and a short distance away is the shell of the *Otranto*.

Postage—Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 4½d.

A ROYAL VISIT TO CARDIFF: Princess Margaret meets Councillor Helen Pooley during a reception at Cardiff City Hall. On the left are the Mayor of Cardiff, Alderman J. H. Morgan, and the Mayoress, Mrs. Morgan. During her stay in the Welsh capital the Princess visited the Empire pool, Llandaff Technical College and the Cathedral. She also opened a Y.W.C.A. Hostel. (See also page 386, "In Modern Cardiff", by Brian Vesey-Fitzgerald.)

A London Newsletter

195-198, STRAND, W.C.2.

Thoughts in a Blizzard.—The papers were a little late in arriving on the morning of our blizzard. When they came, they brought cold comfort. They announced the plans for Britain's share in the defence of America which is to be the West's "joker" in the summit game of poker with Russia. All the so-called experts confess to absolute fog about the possibilities of a third world war, the effectiveness and the consequences of the latest weapons. If it be a trifle to throw away another £10,000,000 or so on a tide-over expedient, it is permissible to understand the detestation of half the nation for the decision on Thor bases in this congested island. The very safety precautions seem to put the fool's cap on the project as an answer or deterrent to an aggressor. It is like locking up the fire extinguishers in a safe which can only be opened by two keys given into the hands of two wardens living miles apart. The fire can get a long start before the safe is opened. I dare say the project does not greatly increase our risks of destruction. I wish I could feel that it could reduce the risks of war or improve the chances of disarmament and understanding. In the total fog which covers policies of defence and of peace, there is no justification for bitter splits in Parliament or in the country. In every country the blind to-day lead the blindfold. There can be as little comfort for the Government as for the nation in that item of blizzard news as in any other item. All go to show how short is the time at the Government's disposal to convince the voters how right the Tories are. The reception of the Minister of Housing in Holborn points to the bristling difficulties of one single and minor fence on this Grand National course—the Rent Act. And what is that among so many?

Cohen I.—The first report of the Cohen Council was unlikely to be received by the T.U.C. or by the Opposition as *vox dei*. It tends too much in their view to affirm the measures taken (late in the day) last September by the Government to combat inflation. The Council's functions were, of course, exploratory and advisory. The dust which gathers in filing rooms on mountains of Royal and other commissions' reports hides definite recommendations. The Cohen triumvirate's first report is to be read, marked and possibly learned. The Government is invited to do more than check inflation. It must kill the snake, not scotch it. On no account must it yet relax its September measures even to prepare for the first effects of trade recession and probable unemployment. We no longer have the resources to gentle unemployment by expansionist schemes, as we might well and wisely have done between wars. The Council rejects total wage restraints, but accepts it that pay rises on last year's scale must increase prices at home still further and ruin our trade prospects overseas. It admits that some increase in unemployment is likely and may stiffen the resistance of employers to pay rises. It sees no ground as yet for the reimposition of controls. Moreover, it points out that the increase in dividends since 1938 was merely normal after a long period of standstill, and amounted only to one-half of the rise in wages. Home truths are seldom palatable. But the three wise men were not selected for their politics but for their impartiality, experience and judgment, and it may be that on the long term their first report may not be wholly obscured by dust in a filing room.

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THE ETON COLLEGE MILE RACES FOR SENIORS AND JUNIORS on Eton College playing fields. Towards the centre of the picture (wearing white shorts). He won the race in 4 m

Premier's Confidence.—It is the job of a Premier to show confidence, not least when his Government draws ever nearer to a General Election amid nasty by-election landslides. When he spoke last week before the 1922 Committee "among friends" Mr. Macmillan based his hopes of winning the next General Election on good results from the next summit conference and on ripe fruits from the rigours of disinflationary measures at home. I did not think such hopes are dupes. I only fear that the time is too short for the fruits to be appreciated by the voters. The Summit Conference date is still in the Greek Calends and the results can hardly be guaranteed. If results come, world tension will not vanish in a night. The calmer atmosphere will seep in slow, how slowly. And if at home these rigorous unpopular measures prove successful in stemming, if not killing, inflation, the resumption of an expansionist economic policy can hardly follow automatically with all the benefits it may imply to the voter in lower taxes and greater freedom. After all, there is only one Budget day appropriate for such good news after April 1958. It is true that in this stormy, cloud-obscured world of ours a glimpse of blue sky can swiftly turn pessimists into optimists, but Time is not on the Tories' side, and those who will carry the grapes back from the Promised Land will find their race with Time "so nice a thing, so nearly run a thing," that the wobbling votes may not have time to conclude that "it wouldn't have done" if the Tories had not been there.

The Burden of Office.—Mr. Macmillan, that suave and nimble master of TV interviews, when asked the other day whether the Foreign Secretary wished to resign, replied: "Not at all, except that everybody would like to give up these appalling burdens." I wonder. The answer suggests that the chief Ministers in power accept two premises, first, that the Queen's Government must be carried on (which is uncontrovertible), and second, that they "can save their country and that nobody else can." This is more open to argument. The responsibilities of a Premier or Foreign Office to-day are tremendous, but the sweets of power are not negligible. Famous men who have attained the summit have found themselves unable to forgo them. Wellington after Waterloo, Lloyd George after 1918, Churchill after 1945 are all examples. These three had carried and assessed the weight of responsibility and might have retired to Sabine farms assured of their niches in the Valhalla of history. None of them can have felt after 1815, 1918 or 1945 that nobody else alive could save their country or adequately carry on its Government.

The Sweets of Power.—Such sweets as power affords (and they are not negligible) drew them back to the arena and sometimes diminished their reputations. One can well understand that an ambitious politician, who had never borne the burden, would be ready out to carry it in order to enjoy the sweets. Our political history reveals on every page their sometimes undignified struggles to get them. But, unless the sweets balance the weight of the burden, how comes it that those who have borne the burden and won their niche in history, are ready to risk their fame for another packet of sweets? Every wise man's son knows that no one is indispensable; there arises always someone capable of carrying on the Queen's Government. Men will sometimes give up the sweets for a principle; but I never heard of them doing so rendering them because the burden was intolerable. That is why I fancy the sweets are very tempting and indi

eneral view of the start of the Senior Mile, which was run ture and appearing to lead the field, is Thomas Lyttleton secs. The race was watched by many of the boys.

A FRENCH GENERAL WATCHES MOBILE DEFENCE TRAINING IN BRITAIN : General Maurice Armand Dorosoy, Inspector-General of the Internal Defence of Metropolitan France, and C.-in-C. Designate, French Home Forces, visits the Mobile Defence Corps training centre at Epsom, in Surrey, to watch British National Servicemen under training. The men are engaged in clearing a wrecked site. The General came to this country to study the problems of defence in the United Kingdom and, in particular, the role of the armed forces in support of the civil authorities.

ings and Presidents and Premiers to cling to their ievous offices. For them the Sabine farm can be Cold omfort Farm.

"Students"—A Name of Contempt.— h Education! What crimes are committed in thy ame! It is no great exaggeration to say that half the utrages against order and decency which are a feature of is era of indiscipline all over the world are attributable "students." And what the elder "students" indulge under the colour of politics, children of both sexes aithfully imitate with no other purpose than to advertise heir enfranchisement from discipline. The citizens of Glasgow can hardly condone the latest outrage of their tudents. They may well feel ashamed that their own ons, and, indeed, their country's educational panache, hould once again be tarnished by this deplorable example f imitation by adult students in a greatly admired educa-ional system of the excesses practised by the young people f backward nations. Some, no doubt, will explain this Glasgow "rag" away as a time-honoured tradition which ot out of hand. Others will shake their heads over youth-il exhibitionism. Exhibitionism, no doubt, it was. But n exhibition of high spirits, *no*. It was an example of bad anners as revolting as the excesses of Teddy-boys, and heartless and barbarous.

The Fruits of Education?—Another ample was recently reported from Liverpool. When ne considers the countless millions spent every year n education in this country, the taxpayer is justified in ondering what proportion of that expenditure is yet earing fruit. If much of it achieves no more than to nable a proportion of the beneficiaries to read inflaming eadlines, to be persuaded by specious propaganda, to chieve a form of vanity which despises discipline, good anners and fair play, then the taxpayer may well judge hat that money, if it must be spent, were better spent on he police force or on the further perfection of the A-bomb. or if education can have this effect on even a small inority of students, the future of our race is far from opeful. "These are our future rulers, God help us," s Bailie Blackwood remarked.

Retrograde.—I read a report that Sir Thomas loore and fifteen other Conservative back-benchers had bled a motion seeking to enable the courts to inflict rporal punishment for crimes of violence and capital nishment for murder. I did not discover the fate of the otion if it was tabled. Perhaps it still awaits con-deration. These worthies are not alone in feeling anxiety out the increasing number of crimes of violence, or, deed, in retaining an obstinate belief that the Be-kind-to-the-killer Act was passed with rather reckless senti-entality at a very unpromising juncture. That the motion ill be stillborn is fairly certain. There will be many who ill declare that its supporters might as well have called r a return to the hulks and death for sheep-stealing. The inisterial attitude no doubt would be that the new manity in criminal justice must have much longer time r trial, and that a sudden upsurge of violent crime may coincidental and temporary. For my part, I am glad at so many Tory back-benchers have thus recorded the xiety which is widely shared that both corporal punish-ent and the death penalty were real deterrents to the mmittal of many of the more abominable crimes of olence, especially against young persons, and should ver have been abolished at that time when sentimentality rned a blind eye to stark and ugly facts.

Saint Clare for Merry TV.—A heretic is entitled to admire what he may not fully enjoy. I admire and even envy sometimes the colour and imagination which keeps enthusiasm and faith alive in a form of religion which is not mine. For example, the choice by "the Bishop of Rome" of St. Clare of Assisi as the patron saint of television. I like the idea of patron saints and I suppose that patron saints in due course will be found for space travel and the H-bomb business, which, like television, have their uglier features. St. Clare was an obvious choice for television. In the thirteenth century she was a pioneer. From her sick-bed several miles away she was able to see and hear the celebration of Christmas Mass at Assisi. Obviously, virtue and influence flow from patron saints, and St. Clare may well exert a beneficial influence over TV, as St. George has often done for England in the slaying of many undesirable dragons. And I like to think that in the Vatican there is a standing committee always at work selecting suitable patron saints for the new inventions of the devil (or science).

To Be a Pilgrim.—The shrine of St. Bernadette at Lourdes has become for a year a thronged centre of pilgrimage for Roman Catholics of the free world. What happens to the Roman Catholic world behind the Iron Curtain is very little known even to the Pope. His Cardinals and Bishops are, for the most part, imprisoned or otherwise fettered, or scattered and oppressed. Those who may not comprehend or appreciate much of the ritual of the Roman Catholic Church can fully understand and sympathise in the great urge for some spiritual revival and divine manifestation to-day, such as in the darkest periods of the Middle Ages sent pilgrims to other shrines on the same search. Those times were dark and dangerous, our times are hardly less so, and in our times the forces of evil and, above all, the enemies of Christianity, are even stronger than then.

THE OLD STAGER

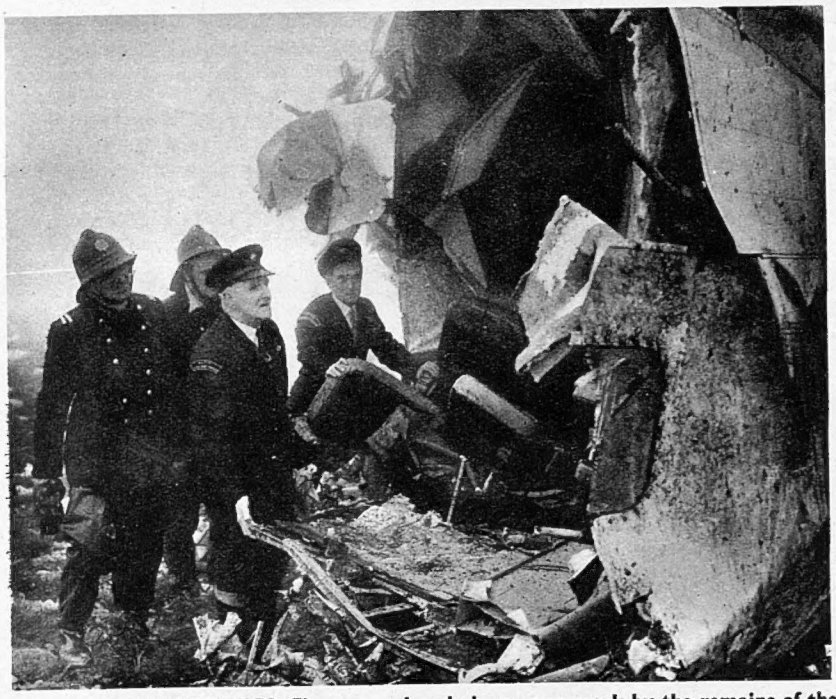
MORE WROUGHT-IRON FOR DERBY CATHEDRAL : The picture is of the magnificent wrought-iron chancel screen in the Cathedral, which was made by Robert Bakewell, a Derby blacksmith, between 1722 and 1725. A pair of wrought-iron gates, also by Bakewell, have now been acquired by the Cathedral and after repair at a blacksmith's shop in the village of Kirk Langley, will stand at the entrance to the building. The gates now being repaired were originally made by Bakewell for a private house which was later used as a Baptist chapel.

AIR CRASH IN THE SNOW

Thirty-five from the Isle of Man Killed in Lancashire Air Disaster

On Thursday morning of last week a Silver City Airways aircraft on charter—a Bristol Wayfarer—was flying over Lancashire from the Isle of Man to Ringway Airport, Manchester. The passengers were thirty-nine Manx motor traders on their way to visit a factory. The crew numbered three. Visibility was down to 30 yards owing to thick mist when the aircraft struck the top of Winter Hill, 1,489 ft. above sea-level, near Bolton. The plane broke into three parts which ploughed through the snow-covered ground near the I.T.A. transmission station on the summit. Although it was between 10 a.m. and 11 a.m., so bad was the mist that the engineers knew nothing until the injured First Officer arrived for help. Then they found that many of the passengers had been hurled several hundred yards from the wrecked cabin. Rescuers had to battle through the snow up the hill. When the final casualty roll was taken thirty-five of the passengers were dead and the four others and the crew were in Bolton Hospital with injuries.

THE WRECKAGE ON ONE OF THE HIGHEST POINTS IN LANCASHIRE: The tangled mass of metal is the tail and part of the fuselage of the airliner which crashed at Winter Hill, near Bolton. Thirty-five of the forty-two on board were killed. All three crew survived.



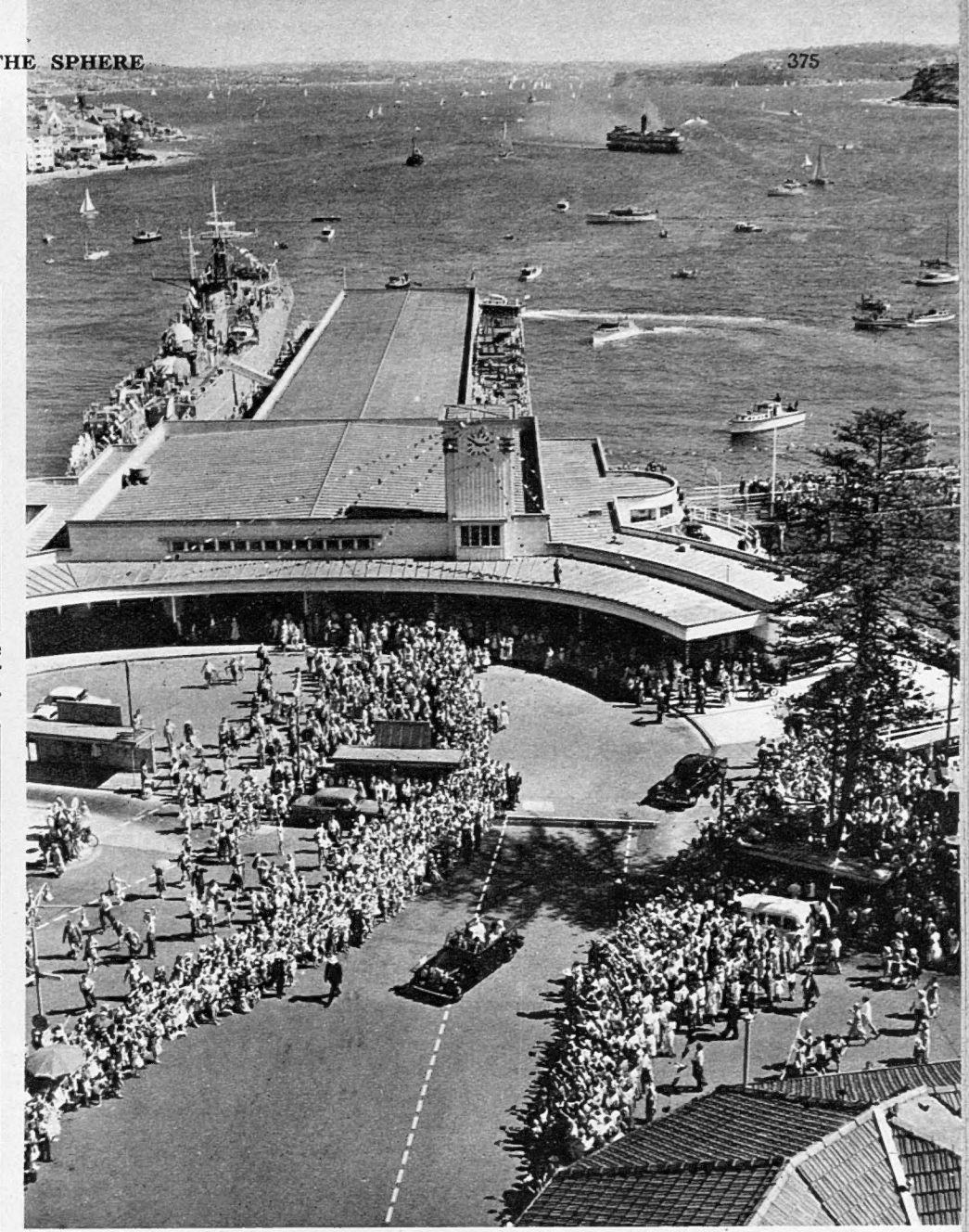
THE SEARCH FOR SURVIVORS: Firemen and ambulance men work by the remains of the seats in the cabin from which many passengers were hurled several hundred yards when the aeroplane broke into three parts as it hit the Lancashire hillside.

NEAR THE I.T.A. TRANSMITTING STATION: The tail section finished up a few hundred yards from the Independent Television Authority Transmitting Station on Winter Hill. The First Officer of the plane, although injured, made his way through mist and rain to give the alarm there.

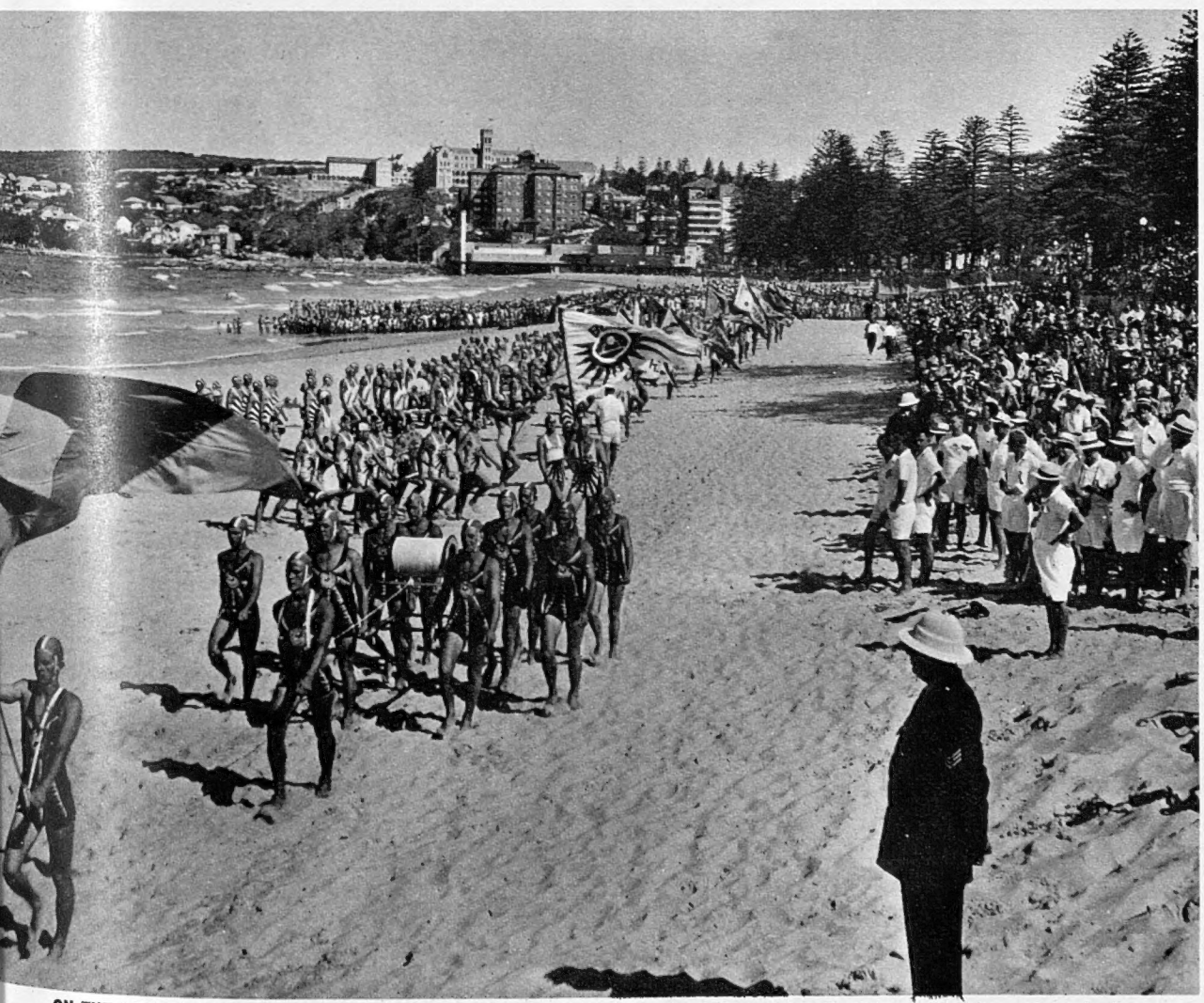
On left—

AFTER A BATTLE WITH THE SNOW: The rescuers on the snowflecked hill had to fight their way through heavy snowdrifts to reach the summit. Snowploughs were used to enable ambulances to reach the disaster. Helicopters were unable to land doctors because of the weather and bad visibility.

ACKNOWLEDGING THE WELCOME OF THE CHILDREN: The Queen Mother waves to the children gathered at the Exhibition Grounds in North Brisbane, during her three-day tour of Queensland. Later, Her Majesty flew south to Sydney.



MANLY WELCOMES THE QUEEN MOTHER: Crowds of people wave to Her Majesty as she drives through the town, in the suburbs of Sydney, on her way to the ocean beach to see one of the biggest surf carnivals ever staged in Australia. More than 2,000 competitors from sixty-three clubs took part in the carnival. Away in the distance in this picture is the vast stretch of Sydney Harbour. *On left*—The Queen Mother meets some of the guests at the garden party held at Sydney's Government House. With Her Majesty are the State Governor, Lieutenant-General Sir Eric Woodward, and Lady Woodward.



ON THE OCEAN BEACH AT MANLY: Some of the 2,000 life-savers from sixty-three clubs who took part in the surf carnival are seen marching past the Queen Mother. The surf life-savers are always in attendance at Australia's beaches to take part in rescue operations and to give warning of sharks. Manly, with fine stretches of sands, is one of Sydney's popular beaches.

ROYAL DAYS IN SYDNEY

Great Crowds Greet the Queen Mother in New South Wales

Queen Elizabeth the Queen Mother spent four days in Sydney and received a tremendous welcome from the city. In addition to engagements in the city itself, Her Majesty's programme included visits and events on and around the vast picturesque harbour as well as one outstanding occasion at Manly's beach on the Pacific coast. This spectacular event, one of the biggest surf carnivals ever staged in the country, was arranged by the Surf Life Saving Association of Australia, and more than 2,000 life-savers from beaches in New South Wales and Queensland took part. The Queen Mother saw the surfers battle their way out through the breakers in boats and on skiffs and surf-boards, and later, stood on a dais to watch the men march past with their club flags.

Before going to the beach the Queen Mother had visited H.M.A.S. *Penguin*, the Royal Australian Naval depot at Balmoral, which overlooks the harbour. From Balmoral Her Majesty travelled in a Royal barge to the landing-stage at Manly and continued her journey to the beach by car. Later, she returned to the city in H.M.S. *Quiberon*. In Sydney itself the Queen Mother had many engagements. As well as attending various receptions, she spent part of her time visiting families in their homes on housing estates. At Sydney Cricket Ground and two other vast sports arenas she was cheered by thousands of schoolchildren, and at Government House attended a garden party with nearly 7,000 guests. On the Sunday Her Majesty went to St. Andrew's Cathedral. After Sydney, the Queen Mother had arranged to go on to Melbourne, Tasmania, Adelaide and Perth. She was due to leave for England on March 7.

RUSSIANS WITHDRAW FROM EAST GERMANY

A Red Army Unit Leaves its Garrison Town

Much is being made in Moscow of reputed reductions in the size of the Soviet armed forces. It is said that 300,000 men are to be demobilised, including 41,000 stationed in East Germany and 17,000 in Hungary. However, in order to keep a balanced picture, it must not be forgotten that the Soviet Union never engaged in wholesale demobilisation after the war, as did Britain and America, and according to reliable reports the Russian conventional defence forces are still enormous. When Mr. Macmillan recently referred to the possibility of an attack on Europe of 200 conventionally-armed divisions, he can only have had the Red Army in mind. The destination of the troops withdrawn from such places as Fuerstenwalde in East Germany was presumably "somewhere in Russia." There most of those demobilised would almost certainly be directed to some form of civilian or quasi-military labour.

HOPING FOR DEMOBILISATION: Soviet soldiers are watched and photographed by civilians as they stand on the platform of the station of Fuerstenwalde, some 30 miles from Berlin. They had hopes of returning home to Russia for demobilisation.

On left—
DESTINATION UNKNOWN: Tanks have been loaded on to trucks at Fuerstenwalde. The departure of the unit was part of the Soviet's announced plan for a reduction in troops, but the destination of men and equipment was not known.

On right—
A WARM SEND-OFF: Children present flowers to soldiers waiting to start their journey in freight wagons—thirty men to a wagon.

FAREWELL GIFTS AND THE LAST PARADE: *Left*—In the snow-covered town square at Fuerstenwalde soldiers receive gifts from children. *Right*—Troops march past the saluting base in the final parade in the town. The central man in the first three is carrying flowers. The parade was attended by General Jacubocsky, Deputy C.-in-C. of the Russian Forces in Germany. The Kremlin has stated that 41,000 soldiers are to be demobilised from East Germany in the current Red Army reductions.

The News in Pictures

AT A MEETING OF PROTEST AGAINST ROCKET BASES IN BRITAIN: A young man is led away by the police after he had been concerned in an incident at a meeting outside the United States Air Base at Ruislip, in Middlesex. The purpose of the gathering was to protest against the establishment of the guided-missile bases in Britain, which was announced last week in Parliament. They will be supplied with American Thor rockets and staffed by crews of the Royal Air Force.

A BY-NO-MEANS PACIFIST DEMONSTRATION: Fists are brought into use in a mêlée during the meeting last Saturday at Ruislip which presumably was intended as a protest on behalf of peace. Two more demonstrations were reported outside American bases in other parts of Britain last week-end but there appear to have been no serious disturbances.

THE SUDAN GENERAL ELECTION: Ismail El Azhari, Leader of the National Union Party, places his vote in the ballot box at a polling booth in the Omdurman district of Khartoum. He was Prime Minister, 1953-1956 during the transition period towards the full independence of Sudan. He leads one of the three main parties in the North. It is believed that when the results are announced, next Monday, March 10, the winners will depend on votes from the South.

FEELINGS RUN HIGH IN SEOUL: A dense throng of students packs a square in the capital of Southern Korea. Banners with slogans against the Northern Korean Government are being carried. The demonstrators were reportedly demanding the return of a Southern Korean airliner alleged to have been seized by North Korea.

THE NEW ARTISTIC DIRECTOR OF THE CARL ROSA OPERA COMPANY: Professor H. Procter-Gregg is at his desk at the office of the company in London. On the wall behind him the map shows the route of the company's tour of Britain which begins at Peterborough on March 24. Professor Procter-Gregg succeeds Mrs. H. B. Phillips. It is proposed that the Carl Rosa and Sadler's Wells companies should merge.

On left—

RESIGNATIONS OVER PROPOSED OPERA MERGER: In Sadler's Wells Theatre foyer are, from left, Mr. Alexander Gibson, Music Director of Sadler's Wells Opera; Mr. Norman Tucker, the Director, and Mr. Stephen Arlen, the General Manager. They all had resigned their posts (with effect from next July), after the announcement of the proposed merger of the Sadler's Wells Company with the Carl Rosa Company.

THE NEWS IN PICTURES

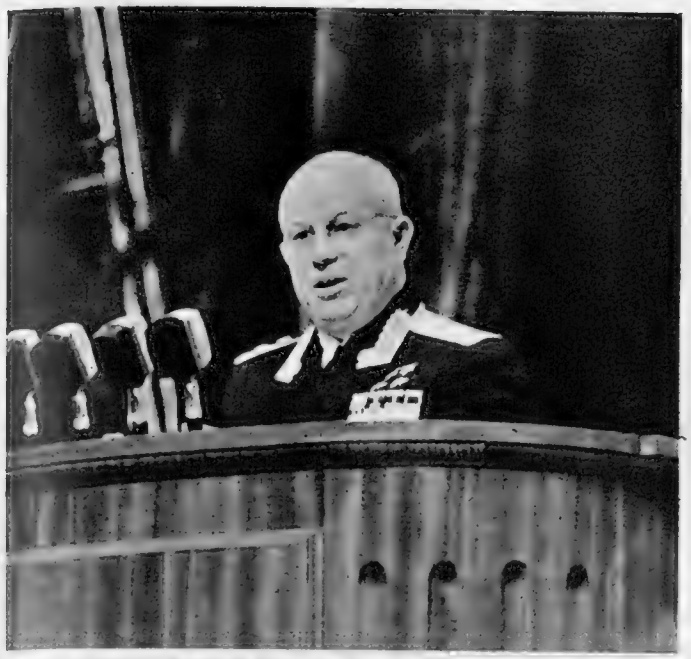
A V.T.O.L. PLANE FOR THE UNITED STATES ARMY TRANSPORTATION CORPS: The flying test bed shown in this picture is designed to take off and land vertically as a helicopter or as a conventional plane. It has been built by the Doak Aircraft Company, of Torrance, California, and ground tests are under way. The plane has propellers at each wing tip which swivel down to face the ground for take-offs and landings. When the plane is in horizontal flight the propellers are moved to the normal position. In this picture they are seen at the conventional flight position. They are enclosed in metal rims, or ducts. The plane, which is powered by a single-shaft turbine engine, remains horizontal at all times. It is designed to travel farther and faster than a helicopter.

On right—

AFTER THE PRATO CASE IN FLORENCE: Signora Bellandi shakes hands with her counsel, Signor Battaglia. She and her husband were the successful plaintiffs in the case they brought against the Bishop of Prato for defamation of character because he said in a pastoral letter that they were "public sinners living in concubinage" after a civil marriage. The Bishop was fined but the sentence was suspended. The case, the first of its kind since the Mussolini-Vatican Concordat in 1929, has caused a furore throughout Italy and may affect the forthcoming elections.

AN ABORTIVE MEETING IN JAKARTA: At his residence in the capital of Indonesia, Dr. Mohammed Hatta (right), former Vice-President, greets President Sukarno. They were about to start discussions on possibilities of stopping the civil war between the Government and the rebels. It was believed that the appointment of Dr. Hatta as Prime Minister could end the crisis. However, no positive result appeared to emerge from this meeting and after it President Sukarno stepped up his military action against the rebels.

TRAGEDY AND KIDNAPPING IN CUBA: *Left*—The scene in Havana after a car driven by Armando Garcia had run into the crowd during the Cuban Grand Prix. At least four persons were killed and others injured. The race was called off and Stirling Moss, the British driver who was in the lead in his Ferrari at the time, was declared the winner. *Right*—Juan Manuel Fangio, the world champion racing driver from the Argentine, is seen on his way to the Argentine Embassy after being released by Cuban rebels who had kidnapped him before the start of the race. Fangio was to have taken part in the race but was kidnapped at gun point. Later, hundreds of police and soldiers took part in the search for him. During the race rumours were spread that he had been released. They were incorrect. After the race there were suggestions that oil had been thrown on the course by saboteurs. When Juan Fangio was released he said that he had been "treated very well" and that the kidnapping was intended to prevent the running of the Grand Prix. Earlier, the rebels had said that the Cuban Government should concentrate on unemployment problems rather than organise a motor race.



LIEUT.-GENERAL KHRUSHCHEV: The Secretary-General of the Russian Communist Party in the uniform of Lieut.-General—his wartime rank—speaks in Moscow on Red Army Day. It was believed that this was the first occasion he had appeared in public in uniform since he became virtual "boss" of the Soviet Union. Later in the day, at a diplomatic reception in the Soviet capital, he was in jovial mood, toasting those who, "with the gallant Soviet Army, fought against the common enemy, German Fascism." He went on to declare: "We are arming our Army but we do not wish these arms ever to be used."

BEFO[illegible] TAKING THE SALUTE AT THE CZECH COMMUNIST PARADE: President [illegible]svotny (fourth from the right) is surrounded by members of his [illegible]overnment. Immediately beyond him is Premier Viliam Siroky [illegible]nd in the foreground Mme. Jankovcova, a Vice-Premier.

ROCKET BASES IN BRITAIN: Mr. Duncan Sandys, Minister of Defence, talks to a Press Conference in London. He had called it to amplify the statement he had just made in the House of Commons concerning the establishment of guided-missile bases in Britain. Although certain details are to be kept secret, the Minister said that the missiles would be American Thor Intermediate Range Ballistic Missiles and their bases would be mainly in East Anglia, Lincolnshire and Yorkshire. The bases would be manned and operated by crews of the Royal Air Force Bomber Command, to be trained for this task in America. The number of missiles to be received in Britain was not disclosed.

ANNIVERSARY IN PRAGUE: A long parade of the People's Militia, followed by workers, marches past the saluting dais in the capital of Czechoslovakia during the celebrations of the tenth anniversary of the Communist assumption of full power in that country. The first Czechoslovak post-war Government, formed in 1946, was a National Front, in which the Communists were the leading party but others had a share. Two years later the non-Communist Ministers resigned in protest against the Communists' blatant policy of infiltrating the police force. In February 1948 the Communists seized complete power and three months later held a general election on a single list of their own choosing for a new National Front.

PEACEFUL CO-EXISTENCE IN ANTARCTICA: Beneath a bust of Lenin at the Soviet base at Mirny, Russians stand with Americans who were on a visit to them from one of their own Antarctic bases. The Americans had arrived in the icebreaker U.S.S. Burton, seen in the left background. The board on the wall above the bust reads: "Greetings to Glorious Participants in the Crusade. Mirny-East-Mirny." According to all reports, a very friendly atmosphere prevailed between the Russians and their guests. Members of the Soviet expedition have also visited U.S. bases during the current Antarctic season. In less cold but politically more rigorous climates it was hoped that these examples of peaceful co-existence presaged closer relations between the East and the West. With President Eisenhower and Mr. Macmillan having replied to the spate of missives received from Marshal Bulganin, there were signs last week that some progress was being made towards the approach to a Summit Conference which might at least begin with some possibilities of limited success.

THE NEWS IN PICTURES

GROWING TENSION IN TUNISIA: Five French Consuls expelled by the Tunisian authorities from their posts in provincial towns are seen in Tunis after they had been escorted there. *On right*—M. Debeche (centre in uniform), a local Tunisian official, addresses a crowd in Remades, between Gabes and the Libyan border. He had been arrested by the French authorities after a mine had exploded on the local French military airfield and blown up a lorry in which a military party was travelling. An officer and a soldier were reported wounded. M. Debeche was later released. Both incidents illustrated in these pictures were symptomatic of the growing tension in the Franco-Tunisian crisis last week. In a broadcast President Bourguiba declared that France's Algerian problem could never be settled by force. In Paris M. Pineau reportedly refused to consider a peace initiative. Meanwhile Britain and the United States continued their "good offices" in the hope of finding a solution to this problem.

CIVIL STRIFE IN INDONESIA: Lieut.-Colonel Ahmed Hussein (centre) arrives to address a mass demonstration in Padang, Central Sumatra. He is the military leader of the uprising against the Government of Dr. Sukarno. The Indonesian rebellion is the latest manifestation of the army's opposition to President Sukarno's policy of "guided democracy." According to his opponents this is akin to Communism. The Ahmed revolt is the most serious Dr. Sukarno has had to face to date. Government aircraft have carried out a number of air raids on rebel strongholds. Last week-end the confused situation seemed to indicate that the crisis would be resolved either by an accommodation being reached between Dr. Sukarno and the rebels, or by a full-scale civil war. Foreign business interests were watching events with extreme care, especially in view of the request put forward by the rebels that the oil companies in Indonesia should end their transactions with the Central Government in Jakarta.

THE NEW ARGENTINE PRESIDENT: Dr. Arturo Frondizi casts his vote in Buenos Aires in the Presidential election which resulted in victory for his candidature. The preliminary count showed that he had a majority of nearly 1,500,000 votes over his rival, Dr. Balbin. According to the Argentine electoral system, the final result had to depend on the scrutiny of the vote. However, it was not anticipated this would alter the provisional figures. Dr. Frondizi will be the first elected President of Argentina since President Peron. When the latter was exiled in 1955, the Presidency became provisional. General Aramburu, the present Provisional President, has declared that he will hand over the Government to President Frondizi on May 1.

A 30-FT. EMBANKMENT CRATER: A policeman is shown the hole over the water's edge which was left when a section of the Thames Embankment at Grosvenor Road, Pimlico, subsided and fell into the river. The crater occurred a few yards west of Dolphin Square. For a time the Embankment between Vauxhall Bridge and Chelsea Bridge was closed. Fire appliances were brought to the scene as a precautionary measure, a water main having been fractured and an electric cable flooded. The danger period for flooding was just before 5 p.m., but high tide passed with several feet of clearance beneath the crater's brim. It was nearby that the river overflowed on January 7, 1928, and drowned ten people in basement homes at Westminster.

A NEW AND AMBITIOUS HIGHWAY IN ITALY: Labourers make their way over a half-constructed bridge over the Po River, in Northern Italy. When completed it will connect the villages of Corano and Cascinotto. The bridge forms part of a highway project to link the town of Serravalle, north of Genoa, with Milan and Pontechiasso. The new *autostrada* will be of particular advantage to tourists coming in from Switzerland and wanting to reach the Italian Riviera in the shortest possible time.

ITALY'S NEW HIGHWAY

An Ambitious Project for a Fast Road Between Genoa and Milan

On left—
IN THE TRADITION OF THE ROMAN ROAD BUILDERS: A bulldozer is put into operation to level off the ground near Serravalle in readiness for the laying of the foundations of the highway. At present engineers and labourers are working at full speed in order that this particular section can be inaugurated towards the end of the summer.

On left—
THE SITE FOR A BRIDGE: Work is in progress on one of the bridges just outside Serravalle. Although this Italian project is an important one, it is by no means as vast in its proportions as another road construction scheme at present under way in Italy. This, named the "Highway of the Sun," is planned to run with twin double-track carriageways in the most direct line from Milan, through Bologna, Florence and Rome to Naples. The two projects will join together, however, when the road of the smaller scheme reaches Milan. There it will connect with the start of the highway of the larger scheme.

A VIEW FROM THE BRIDGE: Two engineers, in foreground, watch a crane lifting material to the top of the bridge. Since the war the Italians have decided on a policy that main roads of the highest quality are essential in their peninsula, and already they have some of the best motor highways in Europe. With a variety of the most up-to-date and ingenious road-making equipment, the engineers are proceeding rapidly on the new road, which will add considerably to their prestige.

PASSION PLAY IN MEXICO

All Inhabitants Take Part in the Good Friday Drama at Ixtapalapa

The Passion Plays of Europe are a tradition from the Middle Ages, and although there are variations in their presentation, almost all of them are produced in the open air with local people as the cast. The Passion Play at Ixtapalapa in Mexico, follows this convention, the entire population of the small town taking part in the drama every Good Friday. The setting is impressive. Pilate sits in judgment in the Town Square and Golgotha is on a nearby hill. Since the participants are of mixed races varying in colour from Negro to White, it may be a more realistic enactment of the Passion than those seen in Europe. For, Judea under the Romans must surely have been a province with a cosmopolitan population. And even the spectators join in the profound emotion of the scenes, as the citizens of Jerusalem must have done 2,000 years ago.

ON CALVARY IN A SMALL TOWN IN MEXICO: The Virgin Mary (wearing the white headdress) keeps her station below the Cross in the re-enactment of the Passion at Ixtapalapa, in Mexico. Every year on Good Friday the inhabitants of this small town take part in a Passion Play and a large crowd of visitors numbering several thousands from the surrounding area also participates as spectators.

POLICE OF TO-DAY AND OF ANCIENT TIMES JOIN FORCES IN CONTROLLING THE CROWD: The mounted policeman with his rifle slung on his back contrasts with the Roman soldier as together they face the vast throng participating in the Passion Play at Ixtapalapa. In the left background is the church. According to local tradition, a religious painting belonging to it, which had lost most of its colours, was miraculously restored. This miracle inspired the inhabitants to start performing their annual Passion Play.

"AND THEY CRUCIFIED HIM": The Christ of the play is raised on the Cross by his Roman executioners. The effect of blood spattered over the body is achieved from a sponge filled with red liquid.

THE DESCENT FROM THE CROSS: The Virgin, now wearing a halo cut at the edges into points, weeps as the soldiers prepare to lower the Cross and remove the body of Christ from the Golgotha of Ixtapalapa.

THE ASCENT OF THE VIA DOLOROSA TO GOLGOTHA: Christ carries His Cross towards the Place of the Skull. An unusual and possibly unique aspect of the Passion Play at Ixtapalapa is that the cast comprises actors of many colours. It may thus be a most realistic resemblance to the original Good Friday scene.

THE GOVERNOR OF JUDEA: Pilate gazes from his escort of Roman soldiers. His embroidered toga may be more in keeping with local ideas of fine dress than with correct Roman fashion. Like many of those with leading parts in the play, Pilate is a local tradesman.

A CASUALTY FROM HEAT AND EMOTION: A woman who has fainted is carried from the crowd to a first-aid tent. Many people are apt to be overcome from the heat and from their own emotions at the drama of Christ's Passion acted in the small Mexican town.

SCENES OF SOLITUDE

Pictures of Remote Places High in Europe and in Antarctica

Below—

A ROYAL RETREAT ABOVE MONTE CARLO: The villa nearing completion on Mont Agel is being built for Prince Rainier and Princess Grace of Monaco. The mountain, which rises to a height of 3,805 ft., is about ten miles from Monte Carlo by way of La Turbie, and lies in French territory. From the windows the Prince and his wife will be able to look down to the Bay of Monaco and the coast of the Principality. The architect for the villa is Jean-Baptiste Pastor, of Monaco, who has worked from a design by François Susuni, an architect of Nice. In style it is not unlike a Texan ranch-house. Near the villas, stables are being built for Prince Rainier's racehorses and an open-air swimming-bath will be made in the grounds.

A POSSIBLE SITE FOR A PERMANENT AIRFIELD IN ANTARCTICA: The huts have been erected at Cape Bernacchi, in the inlet opposite Butter Point in McMurdo Sound. It is reported that the first permanent Antarctic airfield may be constructed here. The runway would be on comparatively "open" ground. To date, the temporary runways in the Antarctic have been on ice, the most notable probably being those laid out by the Americans and the Russians. The possibility of a permanent airport raises several questions of international importance. In the past, sovereignty over certain polar areas has been claimed by a number of states, including Britain. However, neither the United States of America nor the Soviet Union have ever made any territorial claims nor do they recognise those put forward by others. The airport project may lead to an international agreement on Antarctica as a "free" area. It is understood that Britain would support such a plan.

Below—

REACHING FOR THE CLOUDS: The building which has the appearance of a church surrounded by a graveyard of mountain peaks is the Weather Station standing a mere 20 ft. below the summit of the Zugspitze. The meteorological observation point on the highest mountain in Germany was built nearly sixty years ago, being opened in July 1900.

ON TOP OF THE WORLD: A party of climbers stands beside the metal cross which marks the summit of the Zugspitze. The 9,725-ft. mountain in the Bavarian Alps is the highest peak in Germany. The view in this picture is looking to the south-east over the border to the snowclad mountains of the Austrian Tyrol. The top of the Zugspitze can be reached by rail and cable car from Garmisch-Partenkirchen.

AT THE BASLE CARNIVAL: All masked and gowned to portray the Prima Donna, Maria Meneghini Callas, the members of a troupe of pipers follow a golden calf during the Basle Carnival in Switzerland. The tableau was designed to recall Maria Callas's walking off the stage of the Rome Opera House after the first act of a gala première of "Norma," and her subsequent appeal to the Opera to allow her to return. Other tableaux represented Charlie Chaplin and the International Geophysical Year.

ON PARADE THROUGH NICE: This grotesque head was one of the many shapes to be seen during the carnival in the French town last month. Unfortunately, the weather at carnival time was most unseasonable for the festivities. As the gaily decorated floats passed the crowds, umbrellas were held aloft and the falling rain mingled with the confetti which was being thrown by the spectators. The carnival at Nice was only one of several which have taken place during recent weeks. Carnival-time has also been enjoyed by thousands of people in other towns in Europe, and the other pictures on this page illustrate three picturesque occasions in Switzerland and Italy.

On right—

THE FESTIVAL OF THE OLD POT: At Rapallo, on the Italian Riviera, the carnival at the end of last month finished with the Festival of the Old Pot. An outsize pot made of plastic material was placed in the main square of the town, and rockets were fired from a series of "port-holes" round its centre. Multi-coloured balloons and pigeons were then released from the pot. To end the fun the big square trap doors in the bottom of the pot were opened and gifts of dolls, toys, sweets and chocolates poured out for distribution to the children.

CARNIVAL IN EUROPE

Festival Time and Gay Parades in Switzerland, France and Italy

On left—

CARNIVAL-TIME IN A POPULAR SEA-SIDE RESORT IN NORTHERN ITALY: An enormous float passes by during a carnival in Viareggio. The outsize figure of a Bali dancer appears to take flight from her position amid a colourful chaos of crested dragons and stratospheric balloons. Thousands of people flocked to the town for the carnival and showered confetti on a dozen or so floats and other carnival figures, as they took part in the gay procession. The floats, with their papier-mâché figures of extreme outsize proportions, took six months to make. One group of massive figures were made to represent a tribe of Zulus with their ornaments and drums.

In Modern Cardiff

The Growth of the Welsh Capital, a Great Industrial City, has Been Truly Astonishing

By BRIAN VESEY-FITZGERALD

CARDIFF is the capital city of Wales. It was officially recognised as such only a year or so ago, and then only after very considerable—and often heated—argument. Those who objected to this honour being conferred on Cardiff—almost all of them citizens of towns which they considered to have a better claim—did so on the grounds that it is situated in the extreme verge of the country (for the purpose of this argument they all regarded Monmouthshire as part of England, although at all other times, and especially during the Rugby Football season, they would maintain fiercely—and, of course, rightly—that Monmouthshire is as Welsh as can be: a wonderfully illogical force is local patriotism); that neither valleys nor railways converge on Cardiff in such a way as to bring it into touch with the rest of Wales (which is at least equally true of every other Welsh town, and yet more true of Aberystwyth, which had some Cardiganshire supporters); that it is hemmed in by a belt of country which is not Welsh in speech nor noticeably Welsh in its mode of life; and that, except for the presence of national buildings and national boards, it is indistinguishable from any other busy English seaport.

Well, I suppose that a good deal of this is true. Certainly, it is true that Cardiff is not Welsh-speaking. I have been spending two days each week in Cardiff for the past two months—I have also been there on many other occasions—and I have not yet heard a word of Welsh spoken. You do not hear Welsh being spoken on the buses or in the shops or hotels. You hear the lilt of the Welsh voice, but the language is English. And in the hotels you are much more likely to hear the accents of Yorkshire and Lancashire, Birmingham and Oxford than you are the lilt of Welsh. Only when Wales is playing an international match at Cardiff Arms Park (and then you can hear the singing and the roar of the crowd anywhere in the centre of the town, and even as far away as Pontcanna you will be conscious of a thrumming in the air) do you hear much Welsh spoken in the streets. You are, in fact, much more likely to hear Welsh spoken naturally in the streets of the English town of Shrewsbury.

This is not a feature confined to Cardiff. It is, I think, just as true of Swansea, another town which was canvassed for the capital. Even in the land of the great male-voice choirs, the Rhondda, there are strong colonies of Cornishmen and Blackcountrymen, many of whom have lost their native brogue and acquired the Welsh lilt—it is quite extraordinarily infectious—but who have no more than a phrase or two of Welsh between them. This does not mean that Welsh is a dying language. It is very far from that. But it is not an industrial language. And Cardiff, in addition to being the capital of Wales, is a great industrial city.

Its growth has been truly astonishing. A hundred years ago it was little more than a large village with a population of some 2,000. To-day eight miles separate the eastern from the western boundary, and a further eight miles the inland boundary from the Bristol Channel, and the population must be nearer 300,000 than the 250,000 usually quoted.

There was a settlement here in very early times. The Romans had a military station on the banks of the River Taf, and it is sometimes said that the Welsh name for the place, Caerdydd, is derived from Caer Didii, "the fort of Didius." (Aulus Didius was the Roman commander.) I must say I think this very unlikely. The Welsh have always had a gift for picturesque language, and I think it much more likely that, if the Welsh of the time had spoken of the place in connection with the Romans, they would have called it Caer Lledrywiol or something of that nature. (No, I will not translate!) Personally, I think it much more probable that the derivation is from Caer ar Daf, "the fort on the Taf."

There was a Christian settlement here in the sixth century, and Llandaff Cathedral (almost wholly destroyed by bombing in the war, but now rebuilt and housing Epstein's magnificent "Christ in Majesty") is sometimes claimed to be the oldest ecclesiastical building in Britain. Parts of the Norman castle, though ruined, are still standing, but the present, rather foreign-looking, building (which was given to the city by the Marquis of Bute in 1947) is largely a fanciful restoration by the Victorian William Burges. That is not meant unkindly. Standing, as it does, in the very centre of the city at the end of the main street, it provides a sudden fairy-tale surprise, which is altogether delightful.

Cardiff has also had a very long connection with the sea; and not always a respectable one. The "rioters, cut-throats and pirates who infest the Bristol Channel" were largely based on Cardiff in the sixteenth century. A local justice of the peace hauled over the coals for not arresting a pirate merely pointed out that "Cardiff is the general resort of pirates where they are sheltered and protected." However, the most famous of buccaneers, Henry Morgan, a Cardiff man (taking the modern boundaries), made even piracy pretty respectable. And modern Cardiff is very respectable.

Coal, iron and the Bute family made modern Cardiff. It is chiefly to the enterprise and foresight of the Butes that Cardiff owes its magnificent docks. They are not as romantic as those of Southampton and the Mersey and the Thames, for no great passenger liners leave them for the uttermost parts of the earth: they are strictly utilitarian, exceptionally well-furnished and exceptionally efficient. Until the outbreak of war Cardiff was the greatest coal exporting port in the world. That trade is now but a quarter of what it was in 1939, but other cargoes have taken its place and are handled just as speedily.

It is neither history nor industry that has made Cardiff a capital. Nor is it the presence in Cathays Park of the finest civic centre in Britain and one of the finest, surely, in the world. Here is modern architecture, planned harmonious development, at its very best: here the promise of what might have been had not prefabrication reared its ugly head. The whole setting is a fine example of civic and national pride: the work of dedicated men.

The rest of Cardiff, it must be admitted, does not, architecturally, live up to the magnificence of the city centre. That could hardly be expected. Cardiff is a child of the Industrial Revolution, built in a hurry. Inevitably, there are a great many small houses, crowded together, mediocre in design. Yet, I think it would be true to say that Cardiff has no slums and, despite industry and a large dockland, it is an astonishingly clean city. The buildings of the civic centre are detergent white. One can only suppose that the smoke of Bute Town and Grangetown goes out to sea.

But it is not cleanliness that makes Cardiff a capital city in more than name. It is an indefinable quality, an atmosphere, an excitement, which you find only in Dublin and Edinburgh among other cities in the British Isles. (London is too big, has outgrown the capital atmosphere.) You know, as you enter Dublin or Edinburgh, that you are entering a capital: as you enter Cork or Glasgow that you are entering a great provincial city. It is not a matter of size or wealth: it is something in the air and, I believe, in the people. No one, I think, could put a finger on it: but it is there. And there it is in Cardiff. I find it a most exciting, a most challenging, place.

Yet how little is Cardiff known. The English do not visit Cardiff as they do Dublin or Edinburgh. They go for business: they go, a few of them, to watch rugger or soccer: they will go to watch the Empire Games. But they do not go to see Cardiff. For the majority of Englishmen, Cardiff is but a name on a map, a town in Wales, the country where the pubs do not open on Sundays. But a name with an association: Tiger Bay.

Everyone seems to have heard of Tiger Bay, a place with a notorious reputation, filled with tough, dangerous, colourful characters. I have always thought that Tiger Bay's reputation was largely the creation of the novelists, that it was no tougher than any other dockland area anywhere. Once a place gets a reputation like this, it sticks: consider the Limehouse created in the imagination of Thomas Burke. Be that as it may: Tiger Bay, to-day, is as quiet and respectable as one could wish. You can walk through it with never a furtive backward glance. But it undoubtedly produces colourful characters.

IN CARDIFF'S CIVIC CENTRE: The City Hall (1906) stands in Cathays Park. The groups of ornamental statues surrounding the parapet illustrate Welsh history.

ANOTHER FINE BUILDING IN THE SPACIOUS CATHAYS PARK: The National Museum of Wales was opened by King George V in 1927 and has departments for archæology, art, botany, geology and zoology. The purpose of the museum is described as being "to teach the world about Wales and the Welsh people about their Fatherland."

A "CITY WITHIN A CITY" IS A LARGE-SCALE SLUM CLEARANCE PROJECT: These tall apartment buildings, painted in bright colours, are a recent addition to Caracas, and are seen here from a helicopter. Numbering fifty-nine all told, they stand on a site from which 8,000 slum shacks were removed. The project includes shopping centres, schools, clinics, theatres, playgrounds and green open spaces. Rents for the dwellings run from £9 12s. to £18 5s. per month and only those who lived formerly in the slums are eligible as tenants. The "city within a city" will be the architectural background for the International World Fair in Caracas in 1960.

THE NEW SHAPE OF CARACAS

Wealth from Oil Enables the Capital of Venezuela to Follow an Ambitious Programme for Many New Buildings in Modern Styles

VENEZUELA is the largest petroleum exporting country in the world and the second largest producer. The possession of this most valuable of modern commodities has brought great wealth to the country, from which Caracas has gained great benefit. The capital is over 3,000 ft. above sea-level, lying below the range of mountains which are an extension of the Andes to the Caribbean coast. In the last seventeen years it has expanded in dramatic manner, the population increasing from 300,000 in 1941 to more than 1,000,000 to-day.

The City Planning Commission has embodied a variety of contemporary architectural designs in its efforts to make Caracas one of the most modern cities in the world. All the new buildings aim at combining æsthetic appeal in mid-twentieth-century terms with functionalism. For instance, there is the Helicoid, a most remarkable architectural project. This is planned as a spiral-shaped structure which will be a centre for commerce. So far, only its foundations have been sited. For this, the side of a mountain was handed over to bulldozers and on the base now prepared a building of tiers, not unlike a gigantic whipped cream walnut, will rise. It will be 365 ft. high, with twenty-five stories. Inside it will contain a permanent exhibition hall, a television station, showrooms and offices.

Already Caracas has an impressive business quarter in the heart of the city. It is ingeniously constructed with an underground thoroughfare to allow the flow of through traffic to pass with the minimum of interruption. For those wishing to stop there are underground car parks.

Commerce and trade are by no means the only spheres to which the municipal planners have turned their attention. What is known as the "city within the city" is a fine example of large-scale slum clearance. Until recently some 8,000 shacks of slum dwellers covered this area. They were all razed to the ground. In their place have been erected nearly sixty skyscraper blocks of dwellings, with their own self-contained community of shops, schools, clinics, theatres and playgrounds, the whole being broken up by numerous green open spaces. Rents are not excessive, varying from around £9 to £18 a month and leases are given only to those families which formerly lived in the slums.

Recreation is also not overlooked. Baseball (known locally as "Beisbol") and bull-fighting are two of the most popular sports. In the University City, the "Beisbol" stadium seating 30,000 is so carefully designed that no pillars or columns intervene between the spectators and the field. For bull-fighting fans, the "Nuevo Circo" Bull Ring in the city centre of Caracas is as up-to-date an arena as any enthusiast could hope to find.

(*Continued on following page*)

THE NEW SHAPE OF CARACAS

(*Continued from previous page*)

The capital of Venezuela is not well known to the nations of Western Europe. It should become familiar in two years' time. In 1960 Caracas is to hold an International World Fair, in which seventy-nine nations are expected to exhibit. The pavilions will be built among spacious surroundings of modern architecture, with an impressive background of mountains.

The town-planner in Britain, and in many other countries, may feel envious as he looks at the pictures on these pages and contrasts the space and wealth available to his Venezuelan counterpart with the cramped conditions and financial shoestring with which he has to work. Yet Caracas offers a most interesting study in human aspirations. The present construction programme is largely due to planning under ex-President Jiménez, the Head of State who was recently removed from his office. Jiménez was a dictator but from all accounts he did employ much of the wealth obtained from oil for the welfare and material improvement of his people. Yet the people have rejected him and sent him into exile.

The conclusion is inescapable. New flats, fine highways, splendid public buildings, sports grounds and all the amenities for *panem et circenses* are a poor substitute for individual freedom. The new government in Venezuela seems to have appreciated this. The Army, which still holds the control, has apparently retired into the background and is prepared to allow the people to evolve towards some real form of representative government. Therefore, for all their outward and visible signs of splendour, the citizens of Caracas offer yet another example of the multitude of instances thrown up by History—that in the ultimate analysis a society prefers democracy to drainage.

On right—

THE "BEISBOL" STADIUM: Such is the local name in Caracas for the fine stadium which is part of the University city. It can hold 30,000 people comfortably and each spectator has a view of a baseball game uninterrupted by any pillar or column. The overhead road to the left foreground is the Avenida Roosevelt, the link with the Pan-American Highway. At right angles below is the road to the airport at La Guaira, outside the capital.

THE SITE OF THE HELICOID: A whole mountainside was bulldozed to form this conic pyramid on which will be built a business centre, due for completion in two year time. From its base on the left the Helicoid will be twenty-five storeys hi

On left—

THE CENTRE OF CARACAS: The four open spaces may be converted into parks. T the left is the "Nuevo Circo" Bull Ring and in the left background the base of t Helicoid. Behind, the range of mountains is an extension of the A

THE FLOW OF TRAFFIC THROUGH THE HEART OF THE BUSINESS QUARTER : Nine blocks of buildings were demolished to permit the erection of the business centre, of which the main features are the two tower-like structures and the long rectangular office buildings. Some 30,000 office workers come daily to this area. Traffic passes underneath the bridge joining the towers. There are two underground parks for 1,600 cars and a terminal for buses. The business centre also contains shops and restaurants.

ON FRIENDLY GROUND

Jordans, in Buckinghamshire, One of the 17th-century Meeting-houses, has Received a Grant for Repairs from the Historic Churches Preservation Trust

By ELIZABETH COXHEAD

THE Historic Churches Preservation Trust are giving £250 towards the appeal which the Society of Friends have made for repairs to their meeting-house at Jordans. The sum is modest, but it is a token of the interest felt far beyond Quaker circles in this corner of Buckinghamshire, "the Westminster Abbey of the Friends." No description could be less literally accurate, for the meeting-house is the simplest little russet-tiled, red-brick building, standing alone in the beechwoods of a typical Chiltern "bottom," where two quiet lanes meet. But outside its door is the resting-place of William Penn, the greatest of the Quakers; and even in Penn's lifetime, the burying-ground, which is eighteen years older than the house, had acquired a special sanctity in Friends' eyes, and many besides himself had determined to lie there.

The original home of Quakerism in these parts was the Old Jordans Farm, just up the hill, which in the 1660's belonged to a convert named William Russell, and which, by its loneliness, seemed a safe hideout for a persecuted sect; indeed, a secret passage and hiding-place between the two principal rooms suggests that it may have sheltered victims of religious persecution as far back as the Lollards.

Leading members of this meeting were Isaac Penington, the saintly squire of nearby Chalfont St. Peter, and Thomas Ellwood, tutor to his children and a friend of Milton, to whom he suggested a sequel to "Paradise Lost."

But for all its secrecy, the little gathering did not escape the attention of spies and informers, and the monthly minutes record scenes of brutal violence, worship disrupted and members dragged off to gaol. Others who protested to the justices on their behalf received heavy fines. Isaac Penington had a beautiful stepdaughter, Gulielma Springett, and when young William Penn, son of the Admiral of Jamaica fame and socially the movement's most considerable convert, made a preaching tour of meetings in the Home Counties in 1669, he met "Guli" and loved her at first sight. His love was returned, thereby breaking poor Thomas Ellwood's heart. But three stormy years were to elapse before they could marry, years spent on-and-off by both her stepfather and her lover in prison.

Isaac was chiefly in Aylesbury Gaol; William was at first in the Tower, and then, after the famous trial at which he established the right of English juries not to be bullied, he spent six months in Newgate. After their marriage the young couple lived chiefly in Sussex, where Guli had a property. But five times they made sad visits to the Jordans burying-ground; only two of their children survived infancy, and Springett, the beloved son, died at twenty-one.

The persecutions drove emigrants of many religious persuasions to the New World, and in 1680 Penn obtained a tract of land adjoining New Jersey in payment of a Crown debt to his father, and founded the colony which should be a safe refuge for all persecuted sects, naming its capital Philadelphia, the City of Brotherly Love. But the worst sufferings at home ended with James II's Declaration of Indulgence in 1687, and within a year the Friends had taken out licences for the building of more than a hundred permanent meeting-houses, of which Jordans was one. The first meeting was held there in the autumn of 1688.

The building has been little changed since. The meeting-house proper has the whitewashed walls and plain unvarnished forms one associates with Quaker meetings, and a gallery hung with letters of Penn and documents relating to his colony. From them one deduces that the principles of brotherly love were administered with a firm hand, and very necessary it must have been, for the Governor was only able to make two visits of two years each to his colony, and although he had given it the most humane and equitable constitution the world had yet known, the colonists fell upon each other with incessant feuds and quarrels the moment his back was turned.

The rest of the house consists of warden's quarters and a stable, where Friends put up their horses during meeting. The stable is now the Sunday School, picturesque but rather dark and cramped, and a proposed addition, tucked away at the back so as not to alter the appearance of the house, will give the Sunday School room for expansion. For Jordans is no mere museum-piece. Meeting flourishes, attracting nearly a hundred worshippers most Sundays, and so many during the holiday months (among them, of course, many American Friends and tourists from Pennsylvania), that an overflow meeting often has to be held.

Outside, the graves are marked by uniform and exquisitely simple stones, which look as though they dated from the seventeenth century; actually, they were put up in 1862, and are a testimonial to Friends' good taste at a period when funerary ornament was at its most lavish. The Penn, Penington and Ellwood graves form a group apart, and with them is the grave of Joseph Rule, the "white Quaker," an interesting eccentric who dressed entirely in undyed clothing, even to his hat, and carried a white Bible.

In 1911 a group of Friends bought the Old Jordans farmhouse, and converted it into a guest-house, open to anyone, whether members of the Society or not. It had been considerably enlarged since the days of William Russell, but the big farm kitchen, which was almost certainly the room used for those dangerous early meetings, remained unspoilt. It is now the dining-room, and among its treasures are an inlaid cabinet which belonged to Guli Penn, and a portrait with her signature.

The door leading from this room to the parlour might have come from a ship's cabin and is carved with a design of flowers. This lends colour to the local tradition that the big barn just below the farmhouse was made from the timbers of the *Mayflower*. Friends' scrupulous standards of accuracy will not allow them to assert anything so positive; but certainly the barn was built about 1624, when the Pilgrim Fathers' vessel was broken up, and certainly the timbers used are ships' timbers. Those with a will to believe have detected on them sundry clues and carvings. The wind whistles through gaps in the timbers, rendering the barn unsuitable for any winter use, but in summer concerts are held there, or receptions after Quaker weddings at the meeting-house.

Both hostel and meeting-house have delectable gardens, and like most of Buckinghamshire, they are at their best in spring. It is hard to know which one prefers, early spring when the beeches are still bare and the burying-ground is gilded with daffodils, or a little later when the beechwoods break into green-gold leaf and are carpeted with bluebells. But at all times of the year, and for visitors of all faiths or none, there is peace of heart to be found in this green haven, where so many brave spirits of earlier days came to rest after voyaging through stormy seas.

"THE WESTMINSTER ABBEY OF THE FRIENDS": Jordans, the red-bricked Friends' meeting-house in Buckinghamshire, was one of a hundred permanent meeting-houses to be built after James II's Declaration of Indulgence in 1687. The first meeting was held there in the autumn of 1688. The grant of £250 which the Historic Churches Preservation Trust is making to Jordans is being given towards the restoration appeal launched by the Society of Friends.

INSIDE THE MEETING-HOUSE: The view is from the Minister's Gallery. The meeting-house has the whitewashed walls and plain forms associated with Quaker meetings. On the walls of the gallery are letters of Penn and documents relating to his colony.

THE "MAYFLOWER" BARN: It is believed that the building at Jordans was made from the timbers of the famous vessel. The barn dates from about 1624. In the summer, concerts are held in the barn as well as receptions at Quaker weddings.

IN CONTEMPORARY STYLES

A New Cambridge Laboratory; a Church and College at Crawley; A Housing Experiment at Worthing

THE EXTENSION TO THE CAMBRIDGE UNIVERSITY ENGINEERING LABORATORY: The building was opened at the end of last month by Lord Adrian, the Vice-Chancellor. A 25 per cent. saving in the weight of steel used has been achieved in its construction. The steel frame is all welded, having been designed in the plastic method developed in the Engineering Department. This allows for reserves of strength in steel due to its properties of plasticity, with the result that there is an economy in the weight of steel required. The single-storey block (in foreground) houses the Mechanics of Machines Laboratory and part of the Structures Research Laboratory. The central wing beyond includes the Fatigue Laboratory, and research students' rooms.

EDUCATIONAL FACILITIES IN A NEW TOWN: The rectangular building, which will be well-lit by long windows, is to be the Technical College at Crawley New Town, in Sussex. This is one of the many educational facilities being planned for the inhabitants.

THE FIRST PARISH CHURCH TO BE BUILT IN SUSSEX SINCE THE WAR : St. Mary's, in Crawley, is nearing completion. Its design is in keeping with the spirit of the New Town. The brown brick walls, with panels faced in flint, will rise to a flat roof, covering both the church and the parish hall, which will form part of the building. One of the most prominent features is the spire of tubular aluminium. The interior will also be modern in style, with white walls, white concrete pillars and a duck-egg blue ceiling. The wall behind the High Altar is of moulded concrete in a geometrical pattern. It is deep-blue in colour and inset with small pieces of multi-coloured glass. The cost of the church, hall and vicarage is estimated to be around £54,000.

AN EXPERIMENT IN LOW-COST HOUSING IN WORTHING : This pair of semi-detached dwellings (rear view *above*, front view *on right*) was opened last week by the Mayor of Worthing, Alderman H. L. Frampton. Each contains a large living-room, kitchen with modern fittings, three bedrooms, bathroom and lavatory. By using the space within the roof for the upper floor, the building cost of each has been only £1,000, exclusive of land. The design and details for this type of house were worked out by the local firm of Gregory Housing, Ltd., who put the idea to the Worthing Corporation and received a contract for an experimental pair. The first two low-cost houses have been let to tenants on the Council's list. It is understood that the local authority will consider the possibilities of building more of these dwellings.

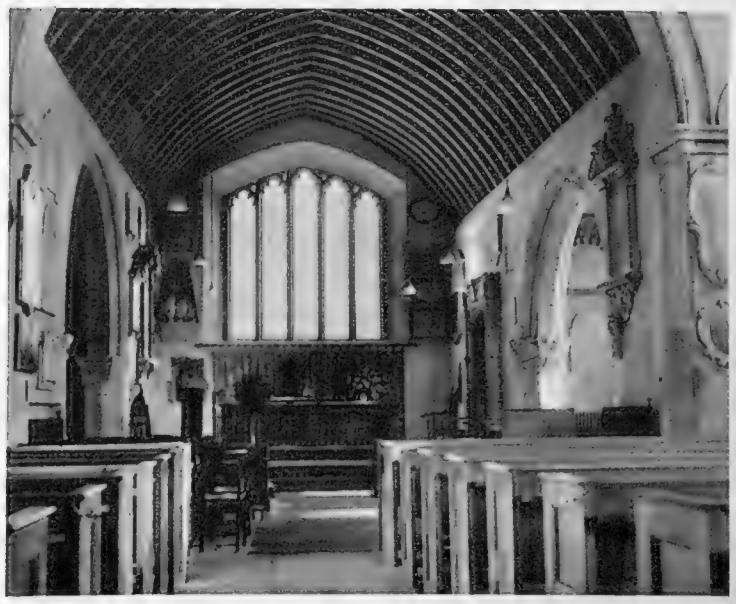
INSIDE CHELSEA OLD CHURCH, WHERE RESTORATION AFTER SEVERE WARTIME DAMAGE IS NOW NEARING COMPLETION : The view is from the gallery and shows the King Post at the west end of the More Chapel, which was rebuilt by Sir Thomas More in 1528. The beam is an example of pre-Tudor building. It was revealed when a covering of plaster was broken by the landmine which hit the church in 1941. The extensive restoration at All Saints' Church is expected to be completed by May.

CHELSEA OLD CHURCH IS NEW AGAIN

The Restoration of the Bombed Building Nears Completion

All Saints' Church, situated on the Embankment at Chelsea, and more commonly known as Chelsea Old Church, has risen again after extensive wartime damage. After the church had been laid low by a landmine in 1941 services continued to be held in a temporary hut until the More Chapel was restored in 1950. Four years later work was completed on the Chancel and Lawrence Chapel. The entire restoration is now expected to be finished in May, when the church will be rededicated by the Bishop of London in the presence of the Queen Mother. To complete the work, and to build a parish hall, an appeal for £40,000 has been launched. So far, half this sum has been raised.

The building, as it stood before the bombing, dates from the thirteenth century and consisted of a chancel, with chapels to the north and south (about 1325) and the nave and tower (1667). Before this building, however, it is certain that there was a Norman church which in 1157 was granted, with its pertinences, to the Abbot and Monastery of Westminster. The monuments inside the church commemorate members of landowning families in Chelsea. Although they were damaged, the architect, Mr. W. Godfrey, has been able to save most of them and they are being restored.



THE CHANCEL AND THE EXTERIOR : *Left*—This part of the church, which dates from the thirteenth century, was completed and reopened for worship in May 1954. The north side of the Chancel contains the tomb of Edward, first Lord Bray, who was the heir to Sir Reginald Bray, the Master of Works to Henry VII. *Right*—Scaffolding surrounds the 100-ft.-high tower, which is nearing completion. The original tower dates from 1667. After the damage to the church services were held in a hut.

Survival in the Open Air

Women Under Training for an Expedition to the Himalaya

The valuable knowledge gained by a team of women during an extensive programme of lessons on outdoor survival, at present under way in the mountains surrounding the Outward Bound School, at Ullswater, in Cumberland, will be put to test at the end of April when they start an overland expedition to the Himalaya, the vast mountain system of Central Asia. The toughening-up course is of several weeks' duration and the pictures reproduced on this page show some of the stages in the curriculum. The aims of the expedition, which is being led by Mrs. Anne Davies, the wife of Squadron-Leader L. W. Davies, Warden of the Outward Bound School, are to make a sociological survey of the womenfolk of Central Asia and the Himalaya, the exploration of the little-known Zaskar and Rupshu area of Ladakh, in the Central Himalaya, and to make a comprehensive ornithological survey en route. The climax to the programme, however, will be the attempted ascent of at least one previously unscaled summit of between 17,000 and 18,000 ft. in height. The progress of this all-women team will be followed with more than usual interest. The Himalaya mountains extend in their vastness over a distance of some 1,500 miles and contain some of the loftiest peaks in the world.

PREPARING FOR THE ARDOURS OF THE HIMALAYA: Mrs. Anne Davies, at top, watches Mrs. Betty Patey as she surmounts a jagged rock to reach the top of the Gowbarrow Crag, Ullswater, in Cumberland. Mrs. Eve Sims, at bottom, has coiled the running rope round a cleat as a safety precaution. The three women are on a toughening-up course in the mountains surrounding the Outward Bound School at Ullswater in readiness for an overland expedition to the Himalaya in April. The fourth member of the all-women team, Mrs. Antonia Deacock, is undergoing training at Farnham, in Surrey.

THE START OF A LONG CLIMB: Mrs. Eve Sims, with a running rope knotted round her waist, starts an ascent.

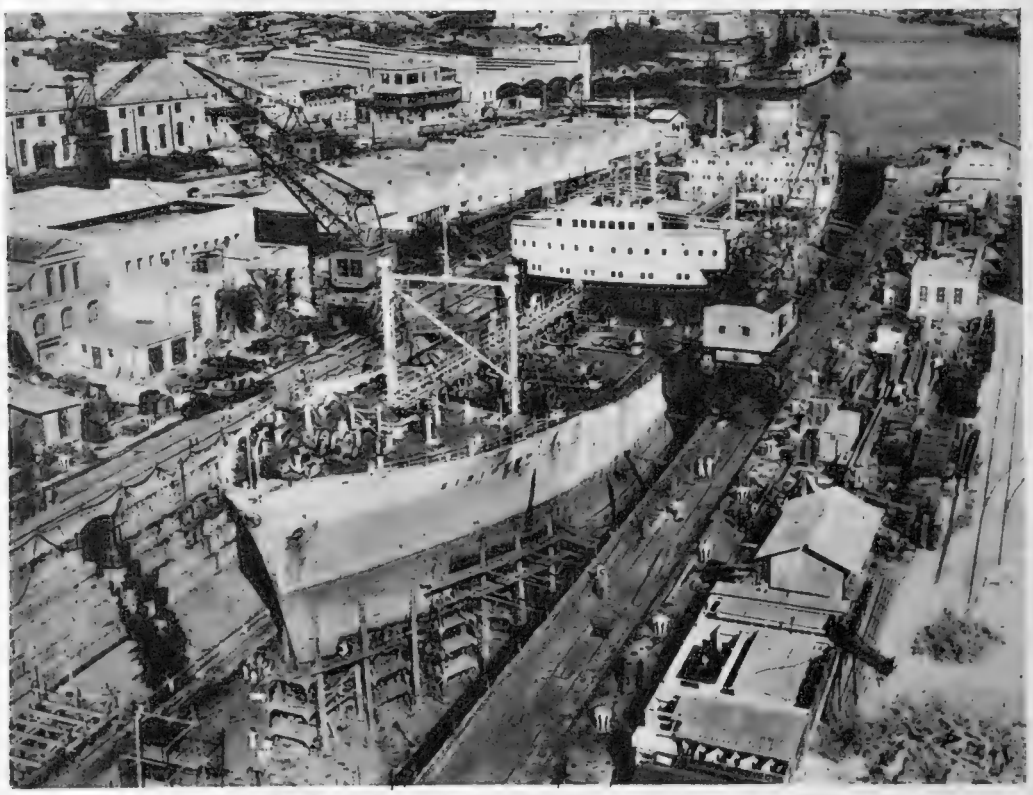
CHECKING THE EQUIPMENT AND TIME OFF FOR A MEAL: *Left*—The three climbers pause during the ascent of a rugged crag to check a running rope before attempting a more difficult part of the ascent. *Right*—Setting up camp on the edge of Ullswater are, from left to right, Mrs. Patey, holding a knife and frying-pan, Mrs. Davies, tending stove, her husband, Squadron-Leader Davies, Warden of the Outward Bound School, and Mrs. Sims, unpacking rucksack. The expedition to the Himalaya will be made in April.

LAYING THE KEEL FOR A BRAZILIAN SUPER-TANKER: The keel is for a tanker of 33,000 tons which is to be built at the Jan Smit C. Zoon shipyard, one of the yards of the Verolme United Shipyards at Alblasserdam, near Dordrecht, in the Netherlands. The tanker is the first of three to be built at the yard for Petroleo Brasileiro S.A., of Rio de Janeiro. They will be the largest vessels of the Brazilian merchant fleet. In the background of the picture can be seen the 20,000-ton Norwegian tanker *Haverins*, of the Meyer Shipping Company of Oslo, which has been launched from the same yard.

IN EUROPEAN SHIPYARDS

New Ships Leave the Slipway; on the Stocks; an Annual Overhaul for the "Queen Mary"; and Repairs at Malta

A NEW FLAGSHIP FROM A BRITISH YARD: The 8,500-ton S.S. *Nicolas Bowater*, the new flagship of the Bowater Steamship Company, leaves the slipway of the yard of William Denny and Brothers at Dumbarton, in Scotland. The turbine newsprint-carrier is the third vessel of the type built by William Denny for the owning company in little more than three years. She is named after the son of Sir Eric Vansittart Bowater, Chairman of the Bowater Paper Corporation, and was launched by Miss Sarah Bowater. The *Nicolas Bowater* is 419 ft. long and 60 ft. wide. She will carry rolls of newsprint and other cargoes between Bowater Mills in North America and the ports of the eastern seaboard of the United States, Britain and Commonwealth countries.

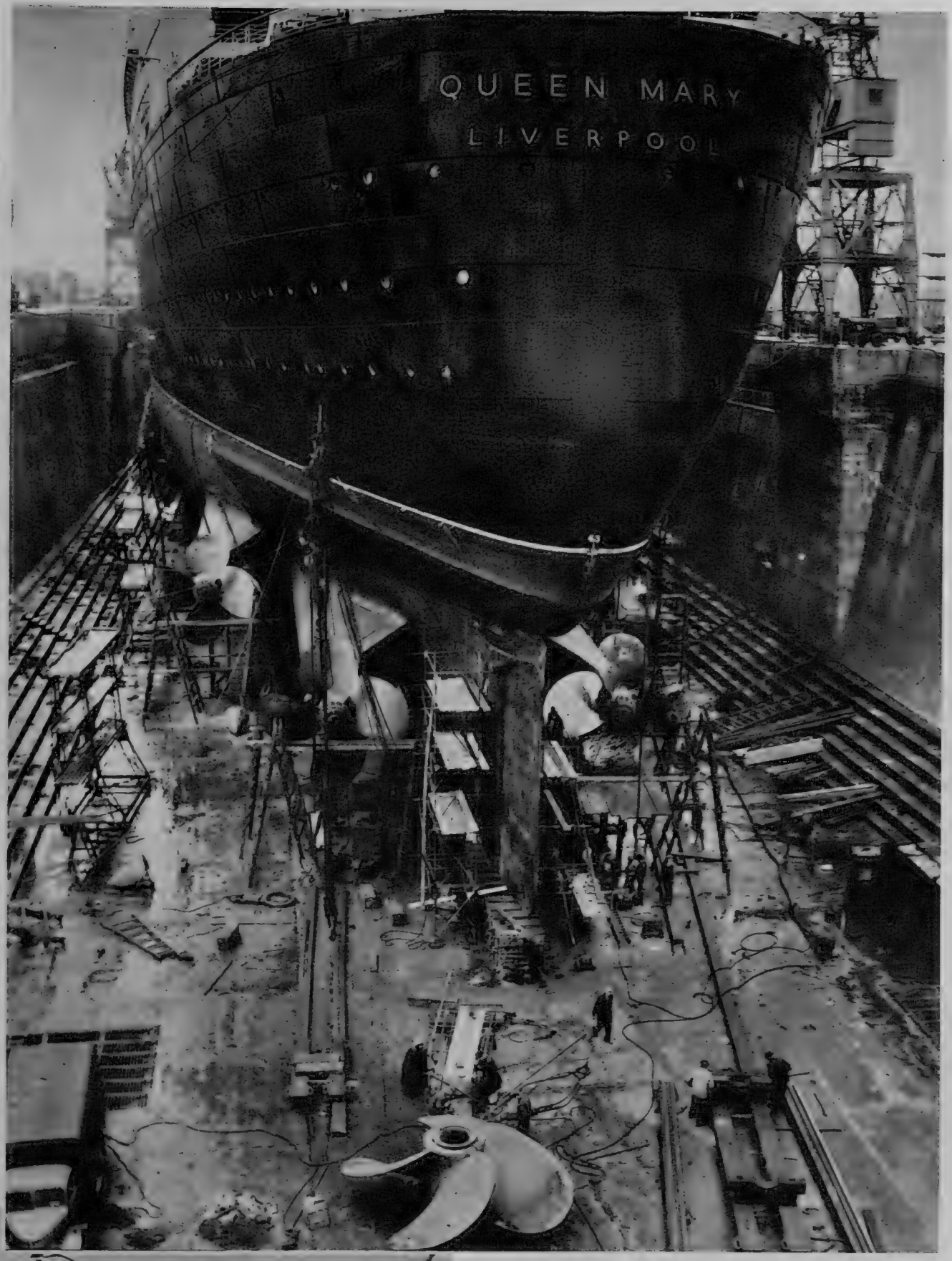


A COMMERCIAL UNDERTAKING IN THE ROYAL NAVY DOCKYARD AT MALTA: The 16,000-ton Liberian tanker *Sirius* is seen in dry-dock at Malta, where major repairs to her keel are being undertaken on a commercial basis by the British Admiralty. *Sirius* suffered extensive damage when she grounded on a reef in the Sicilian channel in November of last year and has been laid up in the Valletta floating dock. The repair work to the ship is being done in order to interest private firms in commercial work in the dockyard in an effort to offset the threat of unemployment in Malta as a result of discharges from the yard. The repairs are expected to cost £280,000 and the work to extend over three months. Recently, there has been controversy over the possible closing of the yard, but the British Government has given Malta's Prime Minister assurances about maintaining the level of activity in the dockyard for the next three years. Last month the Colonial Secretary said the Government was investigating the possibility of transferring it to commercial use.

PORTUGUESE TANKER BUILT IN BELGIUM: *Fogo*, a new 8,850-ton tanker, named after a mountain peak in the Azores, has been launched at Hoboken, on the Scheldt, near Antwerp, by Senhora de Vieira Leitao, wife of the Portuguese Ambassador to Belgium. Construction work on the tanker began last June. She has a loading capacity of 27,000 tons and will have a speed of about 16 knots.

On right—

AN ANNUAL OVERHAUL FOR A GIANT LINER: A stern view of the Cunard liner *Queen Mary*, which is in the King George V dry-dock at Southampton, undergoing her annual overhaul. In the foreground is one of the massive propellers. The liner, which was taken out of service towards the end of January, is scheduled to resume her sailings from Southampton to America on April 2. During the course of the present overhaul the liner is being fitted with Denny-Brown stabilisers, the equipment which reduces the roll of a ship at sea. Preliminary work on the installation was carried out during the overhaul last year. The spring-clean itself is an immense task which employs hundreds of workmen of a great variety of trades.



A NEW CARGO VESSEL FROM A FRENCH SHIPYARD: The 8,300-ton *Yang-Tse* is seen leaving the slipway during the launching ceremony at La Ciotat. *On left*—The ship towers above the launching platform shortly before the ceremony, which took place in the presence of M. Maurice Simonnet, Minister of the Merchant Marine. The ceremony was performed by Madame Lionel de Tinguy du Pouet. *Yang-Tse* has a speed of 18 knots.

FIASCO AT A MEETING ABOUT THE RENT ACT: *Left*—Unruly members of the public at Holborn Hall shout and jeer at Mr. Henry Brooke, Minister of Housing, who was attempting to speak about his Rent Act at a meeting convened by the Holborn and St. Pancras South Conservative Association. *Right*—Leaflets with "Brooke must resign" scrawled on them are thrown towards the Minister.

Commentary on the Rent Act

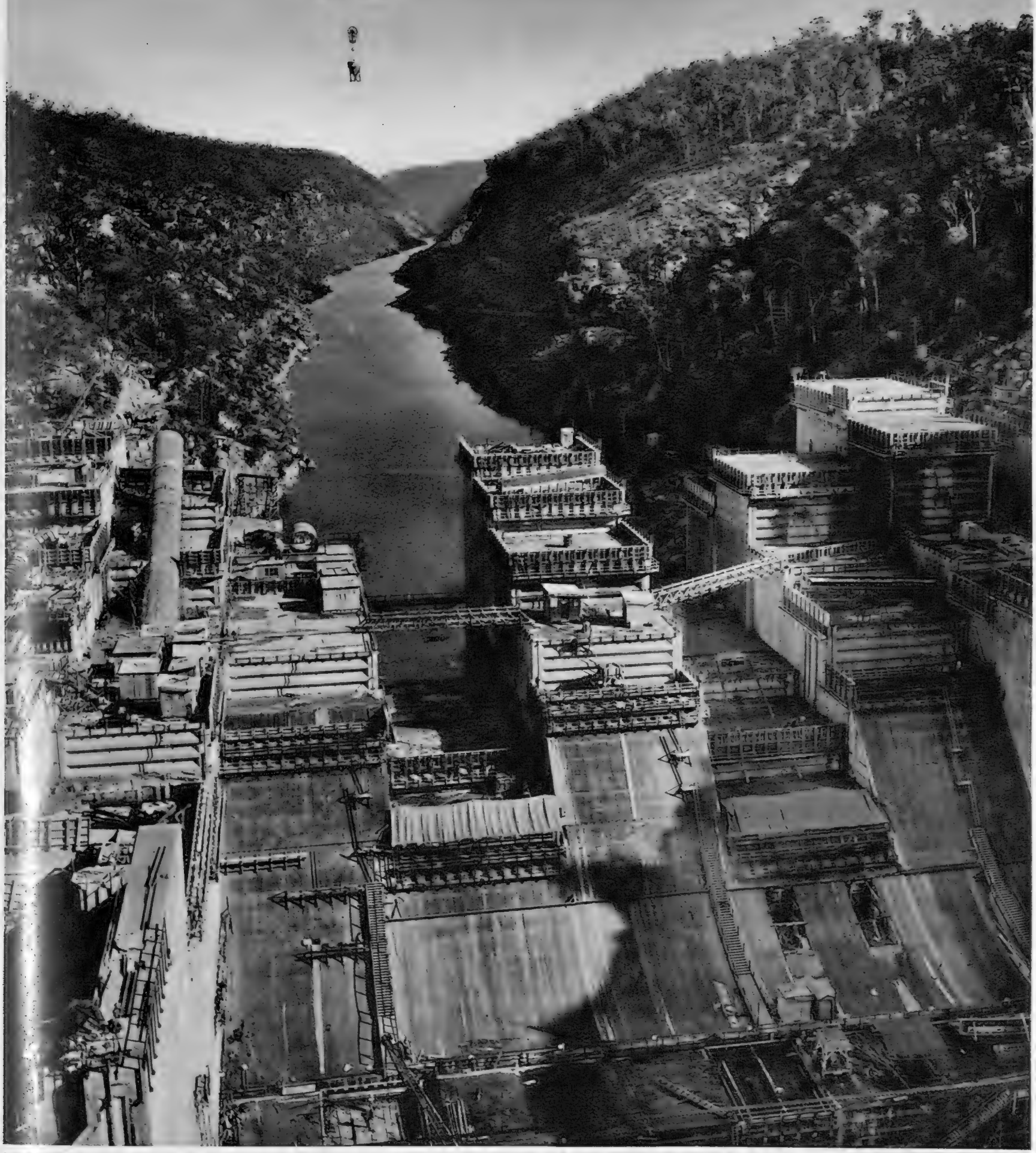
The Housing Minister's Meeting Ends in Chaos and Disorder

Ten minutes' unbroken uproar greeted Mr. Henry Brooke, the Minister of Housing, when he arrived at Holborn Hall last week to address a public meeting about his Rent Act. The meeting, convened by the Holborn and St. Pancras South Conservative Association and attended by more than 500 people, ended in uproar and brawling less than twenty minutes after it had begun. It was broken up by two angry mobs, one Communist, the other Fascist. They forced the Minister and other members of the platform party to take sanctuary in an alcove at the rear before police could come to the rescue and give them safe escort from the building.

In spite of all the interruptions, Mr. Brooke boldly set out to carry through his talk, but the aisle in front of the platform became congested with people shouting questions simultaneously and waving literature of various kinds. When it became quite clear that Conservative Party officials could not bring the *mêlée* to order, Mr. Brooke left the platform. He said afterwards: "I have done a great deal of speaking in London but I have never seen a meeting of this character. I cannot remember a meeting of this size so violent at the end." He added that the scene was typical of what would happen if the Communists ever took control of the country. If there was one thing which they or the Fascists could not tolerate it was free speech.

FACING THE BRAWLING DEMONSTRATORS: Mr. Brooke (on left) is advised by Mr. Geoffrey Johnson Smith, the chairman, to leave the platform and take refuge in a vestibule at the rear. He had spoken about the Rent Act above the uproar for only eight minutes.

FIGHTING ON THE PLATFORM: Under a poster bearing a picture of the Prime Minister, an official struggles with a demonstrator. *On right*—The men involved in the fighting are hustled through the crowd by a police superintendent and two constables.



PROGRESS IN INDUSTRY AND ENGINEERING

—A Weekly Survey of Achievement in Britain and Overseas

DESTINED TO BE THE LARGEST CONCRETE DAM IN THE SOUTHERN HEMISPHERE: Work is in progress on the construction of the Warragamba Dam, which is situated in the foothills of the Blue Mountains, in the Warragamba Gorge, 50 miles west of Sydney, New South Wales. The dam, to impound 460,000,000,000 gallons of water, is estimated to cost £A24,000,000.

BUILDING AUSTRALIA'S BIGGEST DAM

The picture on this page illustrates one of the great projects now under way in Australia. It is a view of the vast Warragamba Dam, which is destined to be the largest in the country. Water restrictions in the drought-affected areas along the coast of New South Wales have underlined the importance of the dam, especially to Sydney, where the population is rapidly expanding. The dam will impound 460,000,000,000 gallons of water and will ensure an adequate supply, regardless of any new population expansion, until at least A.D. 2000. Although the completed dam will ultimately have a hydro-electric plant, its main function will be to supply water to Sydney.

The Warragamba Gorge, in which the dam is situated, is narrow and almost straight for 14 miles, with sheer sandstone walls rising to between 400 and 500 ft. The Warragamba River taps a catchment area of 3,383 square miles in the Blue Mountains, and the dam will back it up for 35 miles, creating a long, deep and narrow lake. Preliminary work was started on the great project in 1946. Access roads had to be cut through steep hills; extensive drilling was made to find a suitable dam site; a large plant was erected, and a complete township for 2,700 people was built. The project was an extension of an emergency scheme set up during the early stages of the war to combat severe water shortage brought about by an eight-year drought. In 1940 a 50-ft. weir, impounding 579,000,000 gallons, and an underground pumping station to divert water to the Prospect Reservoir. 16 miles away, were completed.

The Warragamba Dam was an immense job of concrete-pouring. It is a straight gravity type, with a crest 1,100 ft. wide which required almost 3,000,000 tons of concrete. Although the greatest depth of water will be about 340 ft., deep excavations in the centre sections and elsewhere to confine floods to the spillway, give the dam an overall height of 420 ft. On the downstream face there is a 300-ft.-wide spillway. Some of the plant required on the job included a high concrete-mixing tower, a complex ice-making plant and an aerial ropeway running 12½ miles from the nearest gravel beds, as there was no other way to transport sand and gravel to Warragamba in the required quantities. This aerial ropeway alone cost £A500,000 to build. The ice-making plant was a vital part of the equipment. Engineers required the dam wall to have a temperature of 55 degs., which was no easy stipulation during the heat of the Australian summer. The idea was to limit expansion and contraction in the finished concrete which might cause cracks to develop. Cooling pipes were embedded in the concrete and chilled water was circulated through them for some months after setting. Pipes were then filled with cement which was pumped under pressure. Ice had also to be added to the concrete mix.

PRIVATE VENTURE: FINANCING NEW AIRLINERS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

"TO-DAY probably only about three U.K. firms can compete in the world's civil markets for medium to large aircraft with any hope of getting orders. The first and proper course could be amalgamation, which could involve grouping and/or absorption of some of the smaller units by their bigger brothers. . . . A second alternative is a sort of half-way house by which a combination of companies get together to carry out a project: it is a step, but cannot be the ultimate goal."

These remarks were made at the beginning of November last year—long before the controversy over the selection of a design and a production team for a short-range jet airliner for British European Airways was wafted out of committee rooms into newspaper headlines and Parliamentary questions. Yet as it happens they anticipated quite precisely how the arguments would be marshalled for and against the airliner designed by de Havilland and preferred by the board of BEA and the one designed by Bristol, which the Hawker-Siddeley group was prepared to help build.

Formally this Ministerial preference was based upon the fact that the first de Havilland proposal for building the BEA airliner would have required Government financial assistance, and that proposals made in mid-December, which would have shared the financial risk between the companies concerned, were still dependent upon the volume of other development work financed by the Government. The Ministry, which has been under heavy pressure to reduce its financial support of civil aircraft development, was not prepared to see yet another new airliner be started that might eventually cost public money. It considered the financial proposals of Bristol-Hawker-Siddeley more likely to escape this. Eventually, just over a month ago, de Havilland and the other companies proposed a group to take the whole risk of the project. Eventually, the Government allowed British European Airways to have its choice.

Behind this formal desire to avoid risking public finance lay an even stronger wish, on the part of the Ministry, to strengthen an industry that early last year it was given instructions to weaken. The shift from military aircraft to missiles will take some time to have its full effect, but in the long run, as the Minister said last summer, it must reduce the capacity of the British aircraft industry by about a quarter. Even more important is the pressure to trim research into aircraft problems. To a growing extent, the work that the services will want done in the pure aeronautical research establishments will be concerned purely with missiles. Yet the whole development of civil aircraft down the years has benefited immensely from the vast efforts put into getting higher and higher performance from military aircraft. Even though the last generations of these have been utterly different airframes, driven by largely different aero-engines, from recent airliners, the problems encountered and overcome in driving them ever faster and higher have provided vital information for the designer of the civil aircraft that followed.

To-day the scope of that research is being increasingly narrowed. Moreover, the cessation of military orders has affected the industry's ability to afford development—just at the time when the financial responsibility for the whole of that development is being put squarely on its shoulders. Since the war, the rising cost of developing an airliner has led most companies to lean directly or indirectly upon Government finance; the "private venture" has not been too popular.

The extent of private adventurousness, indeed, has depended almost completely upon the financial strength of the companies concerned. It costs probably £7,000,000 to £10,000,000 to develop an airframe, and not much less to design a new type of aero-engine. Add to those figures the working capital that will be tied up in production of batches of them over some years, and one has a sizeable amount of working capital at risk for a long time, even assuming one ever gets enough orders to pay the investment off. With certain outstandingly successful aircraft, there is a handsome return to be reaped. Vickers-Armstrongs has now had some 400 Viscounts ordered and has delivered nearly 300. But Vickers is a vast, widely-based engineering concern, long established in other fields as well as in aircraft. For financial and technological strength it is matched perhaps only by Rolls-Royce, which dominates the aero-engine field.

In both companies, technical prowess has commanded the financial success. In the civil aircraft field, Vickers is well deployed. In addition to the phenomenally successful Viscount, of which its makers think 500 will be sold and some outside enthusiasts think the tally might approach 700, it has another turbo-prop airliner, the Vanguard, now in production. Orders are also to hand for thirty-five of the V.C. 10 type, a pure jet aircraft which will compete in the long-range class with the American jet transports being built by Boeing and Douglas.

Orders from British European Airways for the Vanguard and from British Overseas Airways for the V.C.10 have obviously provided Vickers with a first financial foundation for development and production of these "private venture" airliners. But these are strictly commercial orders, and in any case, as with the new D.H.121, the British Corporation's order would be too small to pay off the substantial investment involved. As a result, it is essential that the British specifications for which any manufacturer here can afford to prepare a "design project" should be widely applicable elsewhere. Where the aircraft are designed for key routes such as the North Atlantic, the specification would suit a wide variety of airline operators. In the design of jet airliners for fairly short hauls, it is less easy for a manufacturer to be sure he can afford the risk. The new Airco group formed to build the D.H.121, for example, will need to sell perhaps three to four times as many aircraft as the twenty-five BEA is likely to order to make this a commercial success.

Nevertheless, the stakes are big in this international market. There are something over a hundred short-haul jet aircraft on order throughout the world, and some 950 long-range jet transports and medium- or long-range propellor turbine transports. Last year, Britain sold £70,000,000 worth of aircraft and £41,000,000 worth of aero-engines to overseas customers. It is worth a good deal of anxious reorganisation to keep the industry's hold on this expanding international business.

A TRANSATLANTIC GIANT TAKES SHAPE: At the works of Vickers-Armstrongs (Aircraft) Limited, Weybridge, Surrey, the Vickers V.C.10 is being "blue-printed" by draughtsmen. It will make its first flight in 1961. In the foreground Mr. C. A. Wright, Project Performance Engineer, Mr. G. F. H. Hemsley, Assistant Chief Engineer, and Mr. E. E. Marshall, Assistant Chief Designer, discuss a point. *On right*—An impression of the Vickers Vanguard airliner.

Intriguingly, this clear prediction of exactly the kind of issue that did arise in British civil aircraft production this winter came from a powerful airframe manufacturing group that had itself declined to submit a design for BEA's requirement. Vickers might be said to select itself at the head of any list of British aircraft firms which, in those words of its chairman, Lord Weeks of Ryton, "can compete in the world's civil markets"; it has hundreds of aircraft on order to show how successfully. But it did not put forward any design to suit the BEA short-haul jet requirement; it is said to doubt whether such an aircraft would find a ready sale among other airlines.

Lord Weeks' words were echoed towards the end of last month by the Minister of Supply, Mr. Aubrey Jones, when he commented upon the outcome of the bitter competition which has developed between these two civil airliner designs. The formation of a £1,000,000 group comprising de Havilland, Hunting Aircraft, and Fairey Aviation to build the D.H. 121, with the experience of Rolls-Royce to provide engines, was, said the Minister, strengthening; it was not ideal; but the ideal was never achieved in one bound. It had been an open secret that the rival consortium, the joint company formed by Bristol and by Hawker-Siddeley to build the Bristol 200, which might have been paralleled by collaboration on aero-engines between Bristol and Armstrong-Siddeley, had seemed preferable to the Ministry as an amalgamation of large-scale manufacturing resources in this industry.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

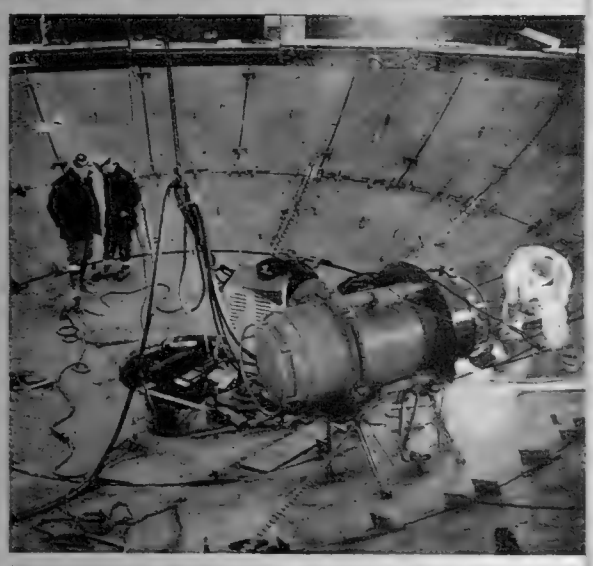
THE NO. 1 REACTOR TAKES SHAPE AT THE BERKELEY NUCLEAR POWER STATION, IN GLOUCESTERSHIRE: Cranes stand like sentinels on each side of the No. 1 reactor which is surrounded by a network of tubular steel scaffolding. The nuclear power station is being built by the A.E.I.-John Thompson Nuclear Energy Co., Ltd., for the Central Electricity Authority.

INSIDE THE AVIATION WORKS OF VICKERS-ARMSTRONGS (AIRCRAFT) LTD. AT WEYBRIDGE, SURREY: The fuselage of the first Vickers Vanguard is under construction. It is scheduled to fly this autumn with the first deliveries in the spring of 1960. One of its most important features is a "double-bubble" fuselage. This provides accommodation for 76-117 passengers on the upper deck and unusually generous freight stowage below.

BUILDING FOR BRITAIN'S FUTURE

In the picture reproduced above, work is in progress on the No. 1 reactor pit at the new atomic power station which is being built for the Central Electricity Authority on a site of about 96 acres at Berkeley, on the estuary of the River Severn, in Gloucestershire. A.E.I.-John Thompson and the associated civil contractors, Balfour, Beatty and Co. Ltd., and John Laing and Son Ltd., started work on the site early in January of last year. The order is worth between £30,000,000 and £40,000,000. When completed the station's output will be very nearly 300 mW., instead of the 100-200 mW. put forward in the Government's White Paper programme, and the use of nuclear power will save between 1,000,000 and 2,000,000 tons of coal each year.

The plant will consist of two natural uranium, CO_2 gas-cooled, graphite-moderated reactors supplying heat to sixteen boiler units, eight boilers being associated with each reactor and grouped round it to form a complete unit. Each boiler unit will be contained in a cylindrical steel pressure shell approximately 70 ft. high by 17 ft. 6 ins. in diameter. Steam from the boilers will be used to drive four dual-pressure turbo-generators of rather more than 80,000 kilowatts capacity. The two reactors are enlarged and improved versions of those which are in operation at Calder Hall.

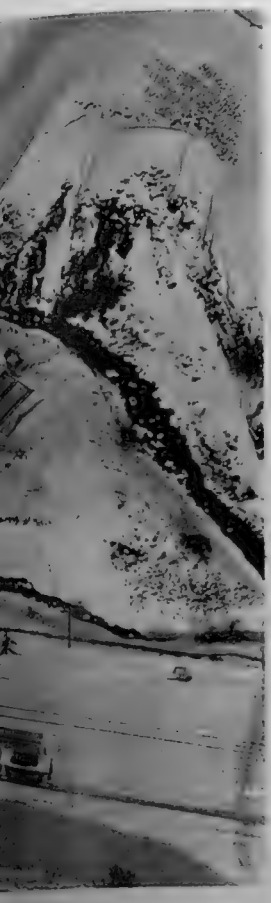


INSIDE A PRESSURE VESSEL: The welders are seen at work inside the large pressure vessel of the No. 2 reactor at the Berkeley Nuclear Power Station, in Gloucestershire.

The basic design for the station has been governed principally by the relationship of the three major units—namely, the turbine house and the two reactors. These units are arranged in a symmetrical pattern about a centre line and the smaller ancillary units are arranged in juxtaposition to the main units to suit the functions of the various buildings and to facilitate movement from one to the other. The site of the new power station is separated into two distinct areas by an "active area fence." The first encloses the buildings connected with the nuclear part of the station, the second encloses the conventional power station buildings.

ROAD AND RAIL CHAOS AFTER THE BLIZZARD: A goods train is brought to a standstill by a deep snowdrift blocking a section of the railway line between Manchester and Sheffield after the worst snowfall of the winter brought rail and traffic chaos to a wide area of Britain. In particular, snow and ice put points out of action and hampered services in many parts of the Southern Region. Trains were halted on the Kent coast lines and passengers had to wait until emergency gangs cleared the lines.

THE VIEW AS SEEN FROM AN AEROPLANE: The camera looks down on the desolate snowbound land surrounding the little Derbyshire hamlet of Foolow. The village's population of little over a hundred was completely cut off from the outside world. In many parts of the open countryside the white carpet of snow was broken only by grey lines of hedges and patches of leafless woods. In Yorkshire, where the A.A. described conditions as "far worse than the blizzards of 1947," over thirty villages were cut off.



SNOW BOUND BRITAIN

Pictures Showing the After Effects of the Great Blizzard

On right—

CARS AND LORRIES ABANDONED IN THE PENNINES: An aerial view showing some of the 250 vehicles which were brought to a standstill on the Woodhead Pass, where the A.628 road usually carries a continuous stream of traffic between Manchester and Barnsley. After a day of Arctic weather, road conditions in the country deteriorated when freezing added to the difficulties.

CLEARING OPERATIONS AFTER A BLIZZARD WHICH LEFT A TRAIL OF CHAOS IN ITS WAKE: *Left*—The owner of a car buried on the A.6 road near Chorley, Lancashire, attempts to clear away the snow. The driver of the lorry, however, has left his vehicle. *Right*—Snow is piled high on both sides of the A.6 at Blackrock as a snowplough is put into action. Altogether more than a hundred roads in Britain were blocked. Patrols from both motoring organisations assisted in the recovery of at least 6,000 vehicles.

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FROLIC AND FANTASY

"Charley's Aunt" as a Musical and Two Other New Plays in London

MUSICAL VERSION OF "CHARLEY'S AUNT": The hilarious tea-party in which Charley (Norman Wisdom), engrossed in conversation with his real aunt (Marion Grimaldi), unknowingly pours the contents of the tea-pot into the hat belonging to Mr. Spettigue (Felix Felton), standing in the foreground. Standing immediately behind Charley is Amy Spettigue (Pip Hinton) and next to her, Kitty Verdon (Pamela Gale).

A NEW GUISE FOR A CLASSIC FARCE: Oxford undergraduates pose for a photographer to take their picture in this scene from *Where's Charley?* the American musical version of *Charley's Aunt*. It has been produced by Mr. William Chappell at the Palace Theatre. The music and lyrics by Mr. Frank Lœsser, the author of *Guys and Dolls*, and the hilarious happenings of the well-loved farce, presented in a new but recognisable guise, combine well. In short, the whole effect comes over as an extremely gay romp with considerable period charm. Those who are familiar with the original Brandon Thomas text will note that in this adaptation by Mr. George Abbott, Lord Fancourt Babberley and his lady-love have been eliminated from the script. Instead, there is the amiable Mr. Norman Wisdom in the role of Charley Wykeham who impersonates his own aunt. Once the farce is allowed to get under way it is interspersed with well executed dance routines.

On left—

'DEAR DONNA LUCIA, THERE YOU ARE": Sir Francis Chesney (Jerry Desmonde) raises his hat to Charley, who has put on a wig and gown to impersonate his aunt, Donna Lucia D'Alvadorez. The impersonation has been forced upon him by a fellow Oxford university comrade, Jack Chesney (Terence Cooper).

A NEW PLAY BY MARC CONNELLY: David Rudderman (on left), played by a Canadian actor, David Gardner, Roger (Sebastian Shaw) and Cynthia (Lesley Nunnerley) are three of the principals in *Hunter's Moon* at the Winter Garden Theatre in London. In this play the author has returned to the theme of fantasy with which he first made a world-wide reputation nearly thirty years ago with *Green Pastures*. David Rudderman is a wealthy young American whose ancestors founded a colonial settlement called Serenity in 1756. The audience is suddenly transported there with David, who still wears his twentieth-century clothes. Indeed, since the young man has arrived in an aeroplane, it is not altogether clear whether Serenity has survived or David gone back in time. Inevitably romance follows with the charming young Cynthia, for whom the young man is prepared to sacrifice everything. Ultimately it turns out that the whole situation is an illusion resulting from an air accident in which David has been involved. Consistently fine acting makes the fantasy plausible. Mr. Connelly is also the producer.

AN ALLEGORY OF TEDDY BOYS: Greta (Wendy Craig), the "Queen of the Teddy Boys," slaps down one of her "subjects" in a scene in *The Sport of My Mad Mother*. This play, by Ann Jellicoe, finishes a fortnight's run to-day (March 8) at the Royal Court Theatre in London. It is due to start again at the same theatre on March 17. *The Sport of My Mad Mother* is an interesting and very contemporary experiment. Like so many of the younger school of dramatists, Miss Jellicoe attempts to portray the fears of the world in the microcosm of a small group—in this case Teddy boys and their girls. The result may not be altogether æsthetically satisfactory, but it is certainly a dramatic reflection on the present age. Mr. George Devine and the author are jointly responsible for the play's production.

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THE POPULARITY OF THE ESTATE CAR

A New and Revolutionary Vehicle from Austins; Holland Re-enters the Motor Production Industry with a Belt-driven Car; Motoring Notes

By "THE SPHERE" MOTORING CORRESPONDENT

AN interesting addition to the growing list of British station wagons has just been announced. It is a new estate car version of the Vauxhall Victor Super. Vauxhall have never before put a "utility" into production. The only estate cars bearing this famous name have been ordinary saloons converted into estate cars by an independent firm.

Vauxhalls are the last of Britain's "Big Six" car firms to enter this fast-growing market of the dual-purpose car. Their new model is based on the Victor Super. It uses the same 1,507-c.c. 4-cylinder engine and retains the four side doors. In addition, it has an ingeniously-designed tail door which hinges upwards. The use of special springs makes this rear door finger-light in opening or closing and when fully open it rises to a height of 5 ft. 5¼ ins. This leaves the full width of the floor space clear for loading. When used as a four-seater (there is also room for two children) there is a rear cargo compartment 3 ft. 5 ins. long, and when used as a two-seater the rear seat can be collapsed in three seconds, extending the cargo space to a length of 5 ft. 3¾ ins. It then offers 45½ cub. ft. of luggage space, compared with 22 cub. ft. when the car is used as a four-seater.

The floor width varies between 3 and 4 ft., the interior height is 2 ft. 9½ ins. and the rear door is 3 ft. 1 in. wide. The estate car has a lower axle ratio than the Victor saloons to ensure lively acceleration when carrying a big load. The rear axle is stronger. So are the rear springs, which have five leaves instead of three. This helps to make the car's road-holding even better than that of the Victor saloons.

The virtues of the Victor's first-class steering are retained in the station wagon. In appearance the new model is a great improvement on the saloon. Including the purchase tax, it costs £931 7s. The Victor has proved a most successful vehicle. Since it was announced just over twelve months ago more than 80,000 have been built. The estate car 1½ cwt. heavier than the saloon, is 14 ft. long, 4 ft. 10 ins. high and 5 ft. 2½ ins. wide.

Simultaneously with the announcement of the estate car came news that an automatic clutch is now available, for £25 10s. extra, including tax, on all three Victor models. It is a special Vauxhall adaptation of the Newtondrive system, which gives two-pedal control by using a centrifugally-operated clutch. Bobweights disengage the clutch whenever the engine speed falls below 900 r.p.m. and an electric switch is built into the knob of the gear-lever to cause the clutch to be disengaged whenever the lever is moved from one gear position to another. The engine cannot be started unless the lever is in the neutral position. There is a special device which prevents the clutch from becoming engaged by centrifugal action when use of the choke in starting from cold speeds up the engine. The Victor is the first car with synchromesh on all gears which also offers an automatic clutch.

There is one big difference between the new Austin Gipsy, a "go anywhere" field car with four-wheel-drive and the old-established Land-Rover: it has independent suspension of all four wheels by a new system using compressed rubber. This method of springing makes the aptly-named Gipsy one of the most interesting new vehicles, technically speaking, produced in Britain since the war.

The new suspension system is an all-British invention. As used on the Gipsy it has been developed by Spencer, Moulton and Co., of Bradford-on-Avon, Wilts, in conjunction with Austin technicians who first became interested early in 1955. Instead of leaf or coil springs the system uses "Flexitor" units. They consist basically of a cylinder of compressed rubber inside a steel tube. Attached to this rubber torsion bar is a 13-in.-long trailing arm carrying a wheel at its rear end. When the wheels are bounced up and down by an uneven road surface the shock is absorbed by the twisting of the rubber cylinder as the trailing arm swivels on it. There is one Flexitor unit for each wheel. They are mounted across the chassis frame, ahead of each axle.

Among the advantages claimed for this new system, the following head the list: lubrication and other forms of maintenance are unnecessary; it is impervious to sand, grit and water; there is little or no wear; it is not affected by extremes of temperature; it gives a smooth ride; and it is quieter. When I tried out the Gipsy over an Alpine-style proving course on Bagshot Heath I was most impressed by its suspension. It coped with deep ruts, steep gradients, loose sand, alarming cambers and boulder-strewn tracks in a masterful fashion. In those rough conditions the Gipsy held the road magnificently.

The Gipsy is the world's first four-wheel vehicle to have this new form of springing, though more than 55,000 Flexitor units have been fitted to heavy-duty trailers and tiny three-wheel cars. In December 1955, Austin engineers carried out tests with a prototype Gipsy which convinced them of the reliability of the Flexitor system. The Gipsy covered 2,000 miles without any suspension trouble on the Belgian-style cobble track at the Motor Industry Research Establishment's proving ground at Lindley, Warwickshire. That test was equal to three times the normal life of orthodox leaf springs.

I make no excuse for dealing at some length with the Gipsy's unconventional springing. I feel it will have a wide application for commercial vehicles, though it may be considered too heavy and perhaps a little harsh for the average family car. The Gipsy is strongly reminiscent of the Land-Rover, which has now been in production for ten years, during which time scores of thousands have been built, mostly for export. The price of the Gipsy, including a hood and sidescreens, is £650, with 2.2-litre petrol engine and £755 with 2.2-litre diesel engine. There is no purchase tax. The comparable Land-Rover model costs £630.

The petrol engine is a development of the famous Austin unit which originally powered the Austin Sixteen and which has since been adapted for Austin's Hampshire, Hereford and Atlantic saloons; for the taxi which forms 90 per cent. of London's taxi fleet; and for the first of the Austin-Healey sports cars. The Gipsy gives a choice of eight gears, the value of the four-speed transmission being enhanced by a transfer box which steps down each ratio when the lever for engaging four-wheel-drive is pushed forward. There is provision for power take-off at the rear or amidships, this feature being £47 10s. extra. The windscreen can be folded flat, the tail-board and doors are quickly removable and the 13-gallon petrol tank is protected against jagged rocks. The bench seat gives side-by-side seating for three and the cargo compartment behind (56 ins. long, or 76 ins. with the tail-board lowered) holds six or a load measuring 23½ cub. ft.

From Holland comes news of a belt-driven car—the DAF—which is being put into production later this year by the old-established Doorne Automobile Factory at Eindhoven. This car—the first to be built in Holland since the war—makes use of V-belts and pulleys to give fully automatic transmission, with two-pedal control. It is a two-door, four-seat economy car with a horizontally-opposed air-cooled four-stroke engine of 590 c.c. mounted at the front. The price of the standard model will probably be only £375, with a de luxe model for £430.

The little car's most outstanding feature is, of course, its transmission, known as the Variomatic system. It consists of two V-belts running on pulleys of variable diameter. They provide a progressively variable ratio between 4.4 to 1 and 20 to 1. The belts and pulleys are located at the rear of the car. They are driven by a propeller shaft through a flywheel clutch which is centrifugally controlled. And they drive the rear wheels by swinging half-shafts which make possible independent springing of the rear wheels. The car selects the correct ratio at any given moment—having regard to engine speed, the car's speed and road surface—by automatically altering the diameter of the four pulleys.

When the car moves off, the driven pulleys at the front are at their smallest diameter while the rear pulleys are pushed out to maximum size. When the car is going fast this state of affairs is reversed. The DAF is a good-looking car with a reported top speed of 57 m.p.h. and a fuel consumption figure of 48 m.p.g. This new Dutch car is a bold experiment which deserves to succeed. British automobile designers will be watching its progress with more than usual interest.

In the space left to me, let us take a look at some of the other recent happenings in the world of motoring....

On February 12 Sir William Lyons, head of Jaguar Cars, celebrated the first anniversary of the £2,000,000 fire at his Coventry plant by giving details of his firm's magnificent recovery. . . .

Production was back to normal in fourteen weeks, not one of the 4,000 workpeople was laid off and present output is more than twice as great as before the fire....

The British motor industry set up new production and export records in January. The weekly output rate for cars reached an all-time peak of 21,342, more cars were exported (45,762) than in any previous month and the value of commercial vehicles sold abroad was a record....

The Institute of Advanced Motorists, membership 5,600, has expelled four members convicted for dangerous driving. "Members who misbehave bring our badge into disrepute and hinder the Institute's campaign to improve driving standards," commented Mr. George Eyles, the Institute's Director of Tests.

A VAUXHALL WITH A DIFFERENCE: The new Victor estate car—based on the Vauxhall Victor super saloon—combines comfort and elegance with real town-and-country adaptability. It is powered by the same 1,507-c.c. 4-cylinder engine fitted in the saloon. In addition to four side doors, there is an ingenious tail door which hinges upwards.

A CROSS-COUNTRY VEHICLE: The Austin Gipsy, a cross-country four-wheel-drive vehicle, is the first ever to be fitted with independent rubber suspension on all four wheels. It comprises a precompressed rubber cylinder, bonded to a tubular steel housing and to an axial shaft, on which is mounted the trailing arm carrying the wheel.

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Wood engraving by John Farleigh

The man with fire in his hair

ABOUT THE BEGINNING of the 18th century many sailors along the Spanish Main had an awesome experience. On dark nights their ships were boarded by pirates led by a man who had fusematches fizzing and burning in his ears and hair. His name was Captain Teach—alias Blackbeard—the most prosperous pirate of his time. Nervous sailors seeing him afire jumped overboard shouting that they were fighting the devil. Blackbeard's career ended in 1718 when a Lieutenant Maynard, from the Royal Navy, boarded his ship and shot him dead.

Now pirates are as out of date as the galleons they once manned. People safely sail the seven seas but goods are still often manhandled on their voyages across the world. Nevertheless they travel comfortably and arrive safely in cartons made from 'Thames Board' and in 'Fiberite' cases made from solid or corrugated fibreboard.

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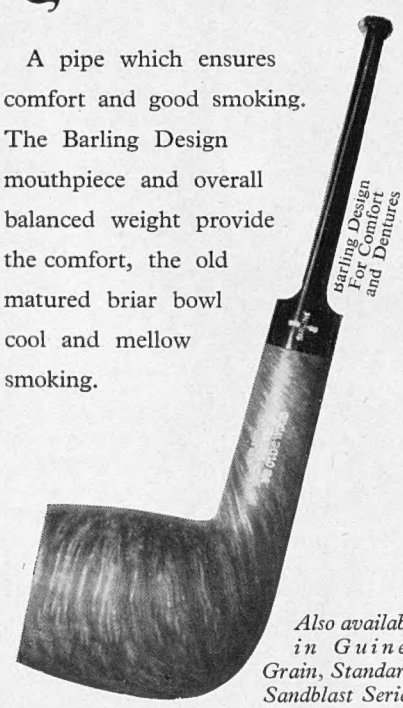

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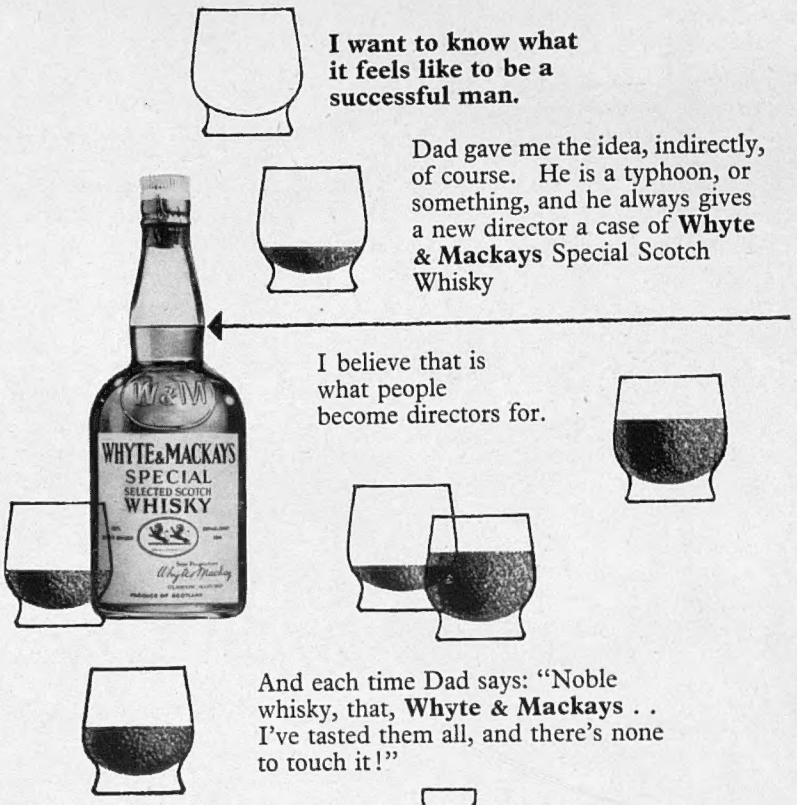

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor, The Sphere, *Ingram House, 195-198, Strand, London, W.C.2.*

ROUTE 4 (continued). At Harrogate, one of the most progressive of our English spas, there is always plenty going on and a wide choice of hotels. Choose from one of the following: The Majestic (160 bedrooms); Cairn Hydro (161 rooms); Old Swan (137 rooms); Russell (55 rooms) and The Studley (a small 20-bedroomed hotel of quiet dignity).

Several days could well be spent in and around this Yorkshire spa, and Bolton, Fountains and other famous abbeys should be visited.

Harrogate to Bowness-on-Windermere is only 75 miles, so, after spending our sixth night at this floral Yorkshire spa, we can plan to have lunch overlooking Lake Windermere. Choose from The Belsfield or The Old England Hotel.

After lunch at Bowness—I hope the weather gods will be friendly disposed towards you—cross the Ferry to Hawkshead and Coniston. Follow the signposts for Broughton-in-Furness; by-passing the town, a road leads right-handed to Ulpha; from there is a good metalled road, though few maps seem to mark it, leading to Eskdale. On a fine day the views are magnificent, prior to dropping down into Eskdale. Here is a charming, small hotel, The Bower House, noted far and wide for good food, so for those who are not keeping strictly to schedule, a night might well be spent there. At Eskdale make a diversion to visit Wastwater and, later on, turn and view Ennerdale Water. Then, via Loweswater, Crummock Water, one comes to Buttermere and over the Honister Pass come down to Derwentwater, the venue for our seventh night. Here, there is a good choice of accommodation. The Lodore-Swiss Hotel by the roadside at Borrowdale; The Borrowdale Gates Private Hotel on the road to Portinscale, a good choice for those on a budget holiday; then, in Portinscale itself, I suggest The Derwentwater Hotel, and in Keswick the Keswick Hotel and Castlerigg Manor.

On the eighth day, take the road to Penrith, turning off right for Ullswater. Follow the road down to Pooley Bridge where, by taking the road on the other side of the lake leading to Hightown, you will shortly come to Sharrow Bay Hotel, which commands a fine view right up Ullswater. Here, I suggest you lunch leisurely. After returning to Pooley Bridge, drive along the lake to Patterdale and then over the Kirkstone Pass, where I suggest you stop for the night at Dale Lodge Hotel, or The Gold Rill, Grasmere, or, if you prefer a licensed hotel, Langdale Chase Hotel, overlooking Lake Windermere.

Now for the southward run. Make for Kendal and to avoid the traffic-laden A.6 steer for Kirkby Lonsdale, follow the signposts for Lancaster, but before entering the town, keep a sharp look-out for a left-hand direction to The Forest of Bowland. Follow it all the way to Dunsop Bridge and on to Waddington, for, in this area, you will be glad to pause for lunch and I have four admirable places for you, viz., The Moorcock Hotel, Waddington, on the edge of the moors, Eaves Hall Hotel—best ask your way in the village of Waddington—and, off the Clitheroe–Preston road, The Shireburn Arms and The Bayley Arms at Hurst Green. As a contrast to the wild moorland scenery you will have passed through (incidentally, the forest has long since disappeared), I suggest you see something of the Lancashire coastline, so make for, via Preston, The Clifton Arms at Lytham, which is one of the best hotels on this Fylde Coast. Apart from providing first-class food and accommodation, it is quietly positioned.

On the following day it is necessary to travel through a part of industrial Lancashire, yet it is not a fraction as bad as it sounds. Preston, Wigan and Warrington are easily negotiated if one keeps an eye open for the direction signs, and then industry is once more left behind and 53 miles after leaving Lytham one is by-passing Knutsford for Macclesfield, over the Staffordshire moors and on past The Cat and Fiddle Inn into Buxton, Derbyshire's mountain pass. The Old Hall Hotel, or its associate next door, is my choice for you for the night. Both, though retaining something of the past, have modern comforts, offer good fare, are well run and you can be assured of a quiet night's sleep.

Next day, in order to see the best of the lovely scenery hereabouts, take the road to Bakewell and on to Rowsley, where both Chatsworth and Haddon Hall warrant visits. (There is a good hotel here, too—The Peacock.) From Rowsley take the A.524, which leads to Ashbourne, but be sure when you reach the main Buxton–Ashbourne road to turn off after a mile or so to see something of Dovedale. Then proceeding southward, I will give you three choices of accommodation for the night—The White Hart, Uttoxeter; Tillington Hall, Stafford, or Angel Croft Hotel, Lichfield, two minutes' walk from the cathedral.

To avoid the A.5 as much as possible, after three miles take the A.446 to Coleshill, on to Kenilworth and Warwick (Lord Leycester Hotel), down the A.41 to Banbury (Whateley Hall Hotel), on to Bicester, noting on your map Weston-on-the-Green, where there is a fascinating, well-run country-house hotel, Weston Manor, and so on to Oxford, which you could not have thoroughly explored when you passed through it on Route 3. As accommodation is difficult in term time and in the height of the touring season, the following are well worth noting and, in each case, the extra mileage is well justified. The Dorchester at Woodstock (8 miles from Oxford) or, as an alternative, The Bear. The Lamb Inn, Burford (20 miles from Oxford), The Crown, Faringdon (Oxford 17 miles), and The Crown and Thistle, Abingdon (7 miles).

Twelve days only have been occupied on the whole of this trip but what ground we have covered! Six cathedrals, several abbeys and country seats, the sea coast on south, east and west, parts of Lakeland which few tourists ever traverse, the Yorkshire, Lancashire and Staffordshire moorland country, the Peaks and Dales of Derbyshire, and not forgetting the flat Fens of Cambridgeshire and Lincolnshire.

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From a painting by Harold Wyllie, O.B.E., Society of Marine Artists

Nº 2
FAMOUS NAMES IN THE ROYAL NAVY

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